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Adventurous Railroading and Rail Hobbies—Founded 1906

Vol. 98, No. 1 MAY, 1975

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RAILROAD MAGAZINE is published monthly by Popular Publications, Inc., 420 Lexington Ave., New York, N.Y. 10017. Second-class postage paid at New York and additional mailing offices.

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Single copy $1.00 Subscription in U.S.A.: one year $9, two years $15. Elsewhere: one year $10, two years $16. Title registered in U.S. Patent Office. Send all subscriptions and renewals to Railroad Magazine, Portland Place, Boulder, Colo. 80302. Address other mail to 420 Lexington Ave., New York, N.Y. 10017. Printed in U.S.A. Please query the editor before submitting manuscripts. We exercise care in handling unsolicited material, but assume no responsibility for its return.

Laird C. Barber, 2002 Delcy Drive, Rockford, Ill.61107

The three RDC's of Amtrak No. 371 Black Hawk kick up big whirl of snow after passing Broadway crossing, Rockford, Ill., Dec. '74.

THE MAIL CAR

where editors and readers meet

FRONT COVER shows the Southern's 4501 making a warm-up run at Simpson Yard in Jacksonville, Fla., on May 18, 1974, prior to hooking up to about 16 heavyweight cars for a round-trip railfan excursion to Valdosta, Ga. Photo was made by Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515. Next month we will have another steam cover, and in July a diesel-powered passenger train. ●

GRAVITY CARS are those which run downhill on railroad tracks without any power of their own, pulled by force of gravity, writes Ted Wurm, one of our Interesting Railfans, 122 Monte Vista Ave., Oakland, Calif. 94611, answering a query in our March Issue. The best-known ones in this country were on the Mt. Tamalpais & Muir Woods Line, known as "the world's crookedest railroad," near San Francisco, where Shay steam locos pushed coaches 8 miles to a summit half a mile above sea level. Passengers then had the option of going back down on the train or coasting down on one of a fleet of four-wheel gravity cars. Each car was independently under the control of a brakeman seated at the right front. One of them is to be restored by Castro Point Ry. museum at Richmond, California.

Brian Fawcett's book, "Railways of the Andes," tells of small gravity cars used for inspection trips and to run ahead of passenger trains in order to watch for slides and other obstructions. One Andean railway fitted up some 35-ton flatcars to run by gravity in order to handle early morning milk traffic. Each car weighed 12 tons and was equipped with a headlight and wooden pilot! Clasp brakes were operated by a man at the brake wheel. The speeds they reached on 4 percent grades were so terrific that accidents often occurred. Fatal collisions with fallen rocks were so common that the use of such cars was eventually discontinued. No doubt similar vehicles have been used elsewhere. ●

Rare photo of a "zulu car." This type was used in the late 1800s to carry a migrating farmer and his family, livestock, household goods, and farm equipment, all in one car. Name came from fierce Zulu warriors and families exhibited on English rail tour.

Collection of Harold B. Olsen, 146 E. 5th Ave., Roselle, N.J. 07203

A LADY, name not given, rode the steam locomotive cab of the B&O's Capital Limited some years ago, later told her experiences at a meeting of the Railway & Locomotive Historical Society meeting, reports the Locomotive Engineer.

"My thoughts now turned to the engineer himself, comparing his life and work with that of the average business executive," she said. "The latter, when tired during working hours, can take a nap in the barber's chair. He can answer the phone when the wife calls about some domestic problem. He can glance at the sporting page of the latest edition. Or can instruct his secretary to tell unwelcome callers he is out of town.

"The man at the throttle can do none of these things. He has to be on the job 100 percent, brain and muscle, through torrid heat and icy cold, through driving rain and blinding snow, through night and fog, every second of the time until he finishes his allotted run and brings his train safely in on time to its destination."

"The big business man, as captain of industry or banker, carries a heavy responsibility, the nation's wealth. Commodities and money are entrusted to his judicious care. But the engineer is entrusted with the most precious gift of Nature — human life itself!" ●

DERAILMENT STATISTICS from the Federal Railroad Administration, listed in your February issue, do not reflect an accurate comparison among the railroads shown, because they are based on train-miles operated. Statistics based on unrelated numbers have no meaning. A realistic ratio of derailments necessarily must reflect factors created by actual operations.

Railroads which are not subject to the same frequency of derailment-causing conditions present on other roads, due to operation of short trains with light tonnage, and many branch-line operations, will tally inflated train-mile figures. Those figures cannot logically be used as a base for comparison with other railroads, such as ours, which consistently run trains of 110 or more cars of heavy tonnage, thus reducing train-miles. In other words, statistical fundamentals do not sanction using train-miles operated as a base when one railroad operates a million train-miles to haul X-million tons of freight, while anothers covers 500,000 train-miles in moving the same amount of tonnage. We believe the use of gross ton-miles to develop derailment ratios would represent a more realistic comparison and the ratios based on train-miles have no value. — Thomas D. Moore, Jr., General Manager, Clinchfield Railroad, Erwin, Tenn. 37650. ●

During 1974, a year destined to go down in history for a number of reasons, the United States Government spent $28.2 billion of the taxpayers' money on transportation. Of that amount, only one-quarter of 1 percent was used for the nation's railroads. "Isn't that just great?" comments the Locomotive Engineer.

A MIXED REACTION greeted the Federal Government's long-awaited preliminary plan to reorganize the bankrupt railroads. The major objection to it covers the proposal to abandon about 6,200 miles of branch freight lines that, for various reasons, are currently not showing a profit. The plan was unveiled February 26th by Arthur D. Lewis, chairman of the U.S. Railway Association, which is charged with restructuring rail service in 17 Northeastern and Midwestern states. It entails investing more than $7 billion in public and private funds in a vast, long-term, rehabilitation program for the largest corporate reorganization in the nation's history.

Officials of the Norfolk & Western, a solvent road affected by the plan, express doubt of its viability without continuing Federal financial support. Rail labor officials oppose the wholesale abandonments. New York State's Governor Carey says the plan is "utterly unacceptable." But John W. Barnum, the U.S. Acting Secretary of Transportation, finds it "a very acceptable first step" in restructuring the railroads. And George Chandler, director of the Rail Planning Office of the ICC, which is formally analyzing the program, also favors it.

As was expected, the plan involves creation of a new $2 billion public agency, the Consolidated Railroad Corporation, better known as ConRail, to take over freight operations of the six troubled rail lines and, if possible, get them running in the black. While abandoning money-losing branches, the intent is to eliminate duplicate trackage and terminals.

Before action is taken, however, the preliminary plan is being threshed out at a series of public hearings. The final plan for ConRail, due on July 26th, will be put up to Congress. If approved, ConRail operations are likely to get under way early next year. Aside from this plan, Congress has already voted $347 million in emergency aid to the bankrupt railroads, mainly the Penn Central and Erie. •

The Orient Express

SUCCESS of the film "Murder on the Orient Express" has evoked a lively interest in the train itself. The true story of this once-famous luxury item was told in detail by Freeman Hubbard in a feature article entitled "Adventure on the Orient Express," with some rare illustrations, in Oct, '62 Railroad Magazine. (Incidentally, the fictional character Mrs. Hubbard, which Lauren Bacall plays in the film, has no connection with our editor-author.)

Shown on the screen are color sequences of the train, exterior and interior, and a wedge plow opening a path for it through snowdrifts in the Balkans. These scenes are dramatic and beautiful to an extent never before seen in a railroad film. An accolade to the art director and his photographic staff! But the story plot, based on a novel by Agatha Christie, is low-grade melodrama, dull and boring. Too bad the movie includes such mediocrity along with such excellance!

You view life as it was in 1935, shortly before World War I, on the rolling palace of mystery (although hardly anyone ever got murdered on it). After seeing the film you may want to ride that most glamorous of all trains between Istanbul and Paris. Alas, you can't! It's as dead as the character portrayed by Richard Widmark in the detective yarn that spawned the movie. According to the Railroad Magazine article, when the troops of Hitler's Third Reich occupied France in the early 1940s, they took over most of the Orient's handsome cars for their own use; but the French managed to save a few Wagons-Lits coaches by shrewdly using them to house war refugees.

After the war, the Wagon-Lits Co. reclaimed a few cars from all over Europe, where the Germans had left them, and refurbished them and put the Orient Express back into service without its former grandeur. But occupation troops along the route make border crossing difficult. Many passengers have been forced off the train for lack of the right papers. Often personal belongings are confiscated on a charge of smuggling. In Greece, ordinary boxcars were coupled behind the once-glamorous Orient and filled with soldiers to guard against Communist raiders.

The situation became so critical that for years it was almost impossible for anyone except diplomats and some journalists to get the military visas needed to ride that train from Paris to Istanbul. At the same time, airliners were cutting heavily into the Orient's passenger list. Extra-fare trains were no longer the fastest, surest, and most

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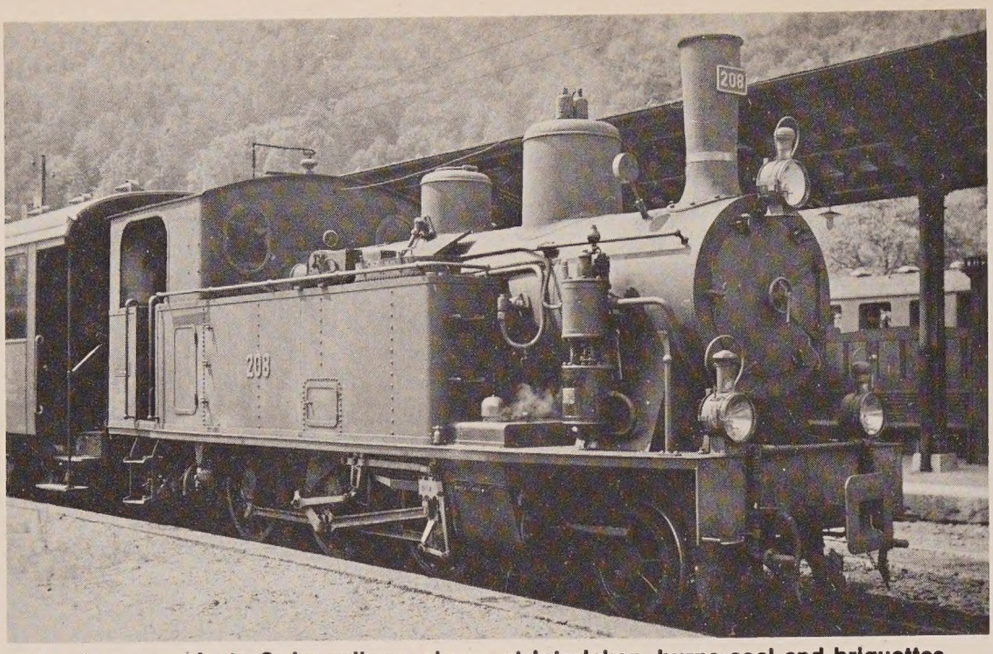

Cog loco on private Swiss railway, shown at Interlaken, burns coal and briquettes.
Photograph by William Valentine

fastidious mode of travel. By 1959 the number of passengers riding the Orient between Vienna and Budapest had dwindled to an average of one and half per train!

Finally, in October, 1960, the Wagons-Lits syndicate threw in the sponge insofar as operating the former Orient Express as a luxury train was concerned. The train continued to run between Paris and the minareted old City of Constantine but on a more plebeian basis, and Wagon-Lits has relinquished control over rail service through the Balkans — the fictionized murder scene. Today it is merely an overnight sleeper on the Paris-Vienna-Bucharest line.

In the bright noontide of its splendor, no other express could match the sophistication this train had but will never have again. Gone are the days when, as Time magazine put it, "Elegant prostitutes provided companionship for the long journey to the Orient." •

Old Days on the Southern

I RECALL the 1920s and '30s when my father was a Southern car inspector and repair man at Jellico, Tennessee. Every day, 60 or 65 cars of coal would roll off the Clearfork branch into the yard, from which about 100 gons would move on to Knoxville and beyond. From Jellico to Pioneer, Tenn., was one of the Southern's steepest mainline grades. They'd take only 12 cars and a caboose at a time up the grade, or with a helper they could manage 24 cars, but what a job it was!

In those days, if you wanted to go anyplace from Jellico, you rode either the Southern or the Louisville & Nashville. With much freight being hauled, it was slow motion to manipulate the two passenger trains between Jellico and Knoxville. We had so many tornados, washouts, floods, and fires that I kept wondering what would happen next.

One day a young brass collar was sent to the old Coster Division (now part of the Knoxville Division) to learn the ropes. En route to Jellico, he decided to ride with the helper and mine-run crew to find out why their job took up so much time. Riding the caboose, he was shocked to see how dirty its windows were. They really were hard to see through. When the new official left to catch the passenger train back to Knoxville, he told the conductor he'd return in a couple of days and he wanted to see the glass bright and shiney. That night, when the crew tied up in Jellico, every pane in the windows was broken out, supposedly by kids going to work in a mine! When the brass collar came back, the windows were, indeed, bright and shiney, but that was because a carman had spent a day putting in new glass.

On another occasion, the crew needed a new fireman. After interviewing men at Jellico, the trainmaster hired a husky young fellow and assigned him to make a few student trips on the helper. The engineer and regular firemen told the rookie some tall tales. For example, they pointed out how terrible it would be if a main rod broke and sliced off one side of the cab. The next time they were drifting back down the mountain, after helping a train, one of the "monkey motion" small rods actually did snap and began to slam against the walkway.

Just before the engine coasted into a tunnel, the student dove off and landed in a mud bank. Several moments afterward, the engine backed out of the tunnel, with the crew looking for him, and they found the kid kneeling beside the track praying. After that experience, he decided not to be a fireman, but took a yard job, which he held until he retired about 40 years later.

Now, the Jellico depot and storage tracks have gone. You can't see much there any more except maybe two or three flats being loaded with woodpulp. Also a couple of grubby-looking diesels on sidetracks with their motors slowly thumping, waiting for a unit train from a new mine to come down the Clearfork branch, couple up, and head onto Knoxville. A far cry from 50 years ago, when 6 or 8 freight engines would be laying overnight, in addition to the passenger train that left at 8 a.m. to make the 65-mile run to Knoxville and return that night. — George Hickey, Jr., 576 Delta Ave., Cincinnati, Ohio 45226. •

The Personality Parade

IT'S FUNNY how things work out sometimes. I had received a notice for renewal of my subscription to Railroad Magazine and was pondering whether to order one year or three. Then came my February issue. On page 14 I saw a picture of beautiful Yvonne Yahnke, whom I consider the queen of Railroad pin-ups. What a treat for tired eyes! Keep them coming — her especially. Needless to say, I put my X in the three-year square on the subscription form. — Kent F. Hamilton, DeTour Village, Mich. 49725.

I HOPE you will cut down on the girl pix. No train is quite as beautiful as a well-developed woman, but please give the railroads a better break. — Gary G. Allen (one of our Interesting Railfans), 215½ E. Palmer Ave., Glendale, Calif. 91205.

BY INCLUDING in its pages photos of pretty young girls and occasionally more mature ones, Railroad adds to its popularity and gives us bachelors something delightful to look at, in addition to trains. — Russell Lyles (model railroader), Dayton, Ohio.

JANET GIRVAN, a British Rail signalwoman, was standing on the ro-

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strum outside her signal box at remote Glen Douglas in Scotland, exchanging tokens with the driver (engineer) of a passing train. As it went by, she noticed one of the car doors open. She waved her arms wildly and shouted to attract the crew's attention. A trainman spotted her; the train braked to a halt. Janet ran up to close the door. Suddenly four mailbags came hurtling out of the car and a man leapt down after them. Surprised at seeing the girl, he left the bags and fled. Trainmen followed, caught up with him, and after a brief struggle seized the man. Meanwhile, Janet had alerted the police. The man was taken into custody and charged with the theft of four mailbags.

UNQUESTIONABLY, it is a comfortable way to ride the rails across the snow-covered Sierra. Martin Diggs was relaxed in the seat of a brand new automobile — warm air breathing from the heater as its engine idled, tinted glass softening the glare from the snow, and a smooth ride along the miles from Salt Lake City. But the odyessy ended with Diggs in a police court. Placer County authorities said it was the second time the 35-year-old Las Vegas man had been arrested for freeloading a ride in a new auto being shipped by train from Detroit. Previously he rode east.

BECAUSE they bought new automobiles during a recent specified period, Grand Trunk Western paid $100 apiece to 121 of its employees in accordance with an offer previously made by the railroad to stimulate its freight business.

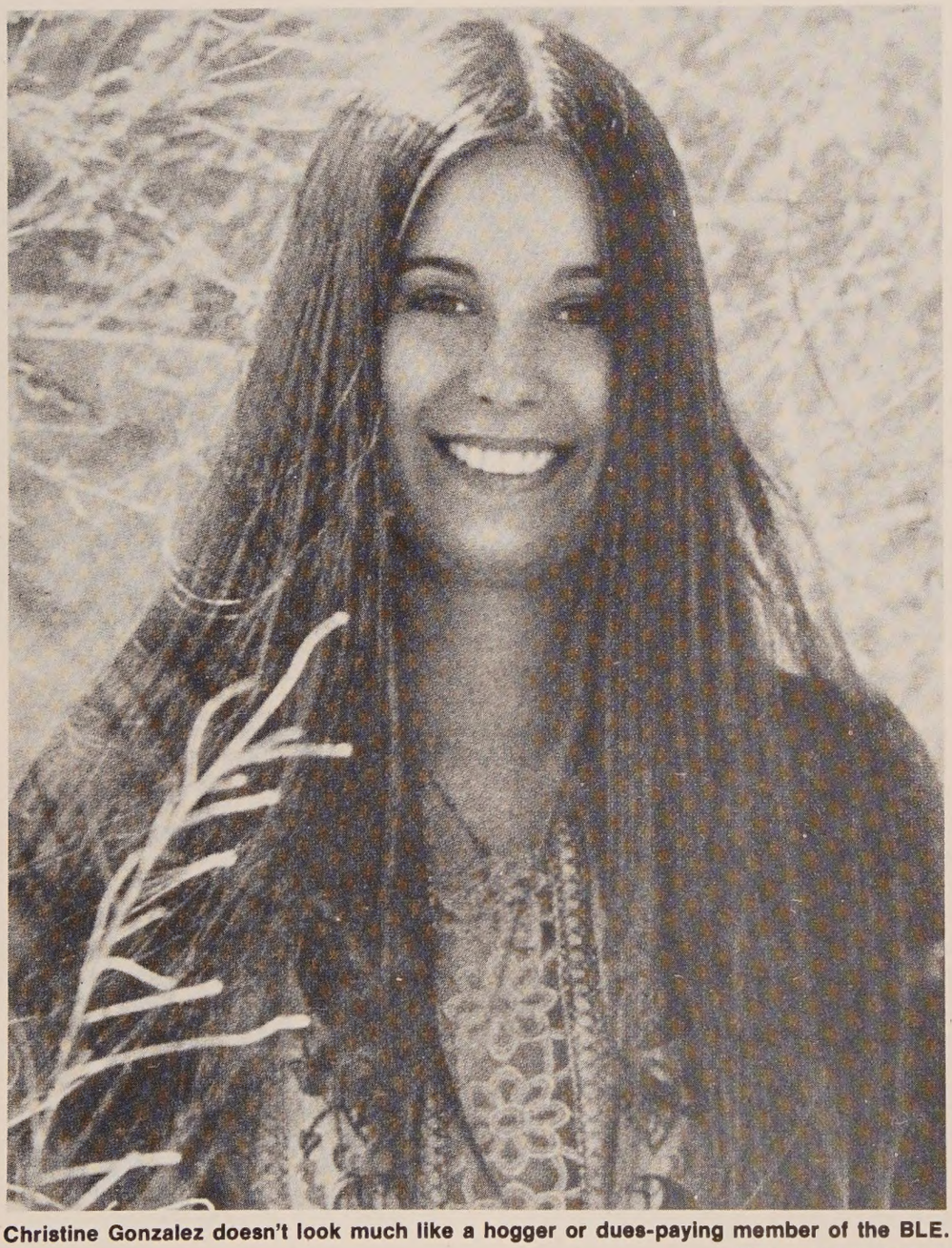
GLAMOR has gone out of Amtrak with its quiet removal of hostesses and on-board supervisors from its trains. This is a basic change in Amtrak's previous policy of placing its own younger, more enthusiastic employes aboard trains to supplant some of the crew members. The policy never really took hold. Instead, younger Amtrak employes apparently are replacing older service employes through attrition.

PAUL F. GARDE, one of our Interesting Railfans, owns and operates a business known as 35 Slides, selling railroad and trolley slides, etc., through Box 6098, Colorado Springs, Colo. 80934. He has 65,000 slides and negatives, mostly of high quality, some used as Railroad Magazine covers, plus other railroadiana. Now, due to age and disability, Paul wants to sell this business, which he values at $120,000. He'd consider $40,000 down payment if the buyer can finance it through a U.S. Small Business Administration loan or by any other assured means. Or he'd sell part of it. Meanwhile, he is still filling orders for photos and slides.

JACKIE ONASSIS, widow of President John Kennedy, has assisted in forming the Committee to Save Grand Central Terminal, which will fight a State Supreme Court justice's recent decision invalidating the landmark designation of the terminal.

HART FISHER of Ottawa, Ill., bought a 1912 vintage railroad coach for $1 and hauled it home from Decatur, Ill., only to find local zoning ordinances prevent his keeping it in his backyard. He does have an old-fashioned baggage truck in the yard, but he had to stow the train car on private property along the railroad tracks east of town.

On February 1st a 10-year-old boy from Wilderswill, Switzerland, was so fascinated by the Schynigge-Platte cog railway in that area that he climbed aboard a locomotive idling at the depot, raised the pantograph, released the brake, and ran the 16-ton electric loco, coupled to its car, for 300 yards before stationmaster Otto Glaus overtook and stopped it. The kid said, "I just want to play." ●



Christine Gonzalez doesn't look much like a hogger or dues-paying member of the BLE.
Photograph from Redbook

Meet Christine Gonzales

Besides being a diesel locomotive engineer, 22-year-old Christine Gonzales is a magazine cover girl, pictured on the March issue of Redbook. Working for the Santa Fe for a year, she now earns up to $1,800 a month, plus fringe

benefits. She's the only woman hogger in America and the only female member of the Brotherhood of Locomotive Engineers.

"I liked the challenge of this job," Chris says. After finishing high school in her native El Paso, she had worked for an oil company, but quit because it was confining. Then she followed her mother's tip and put in her application as an engineer trainee.

Instead of years of apprenticeship, her training was packed into nine months. She started in the yard at Albuquerque, N.M., as a hostler, moving big engines in and out of the roundhouse. Later she was an observer in the cab, hauling freight and learning to take control. The last six weeks were at a locomotive simulator school. The simulator, a mobile unit, teaches operation against a background of authentic sounds, motion, visual panoramas, and crisis situations.

Now when she isn't switching in the El Paso yard, she's making up trains bound for Mexico or she's out with a work train laying track, dumping ballasts and picking up scrap. The men treat her pretty much as they would anyone else, she thinks, taking into account that she's a woman.

Chris comes from a railroad family. Her father, Frank Gonzales, is a Southern Pacific conductor, while her mother is secretary to a Sante Fe trainmaster. Ernest Halbrook, her maternal grandfather, was a conductor on the Sunset Limited until he retired four years ago.

You wouldn't expect to see a hogger with shiny hair that reaches down to the waist (except when she is working), huge dark eyes trimmed with luxuriant lashes, and a lush figure that swivels every masculine head within eyeshot. But this girl doesn't use perfume nor wear earrings or a necklace, in a cab, although she does carry her grandfather's antique railroad watch in her pocket.

"Chris?" says a yardman. "She's cool, really cool. She knows what she's doing. She does her job and she gets along with everybody. She's one of us."

The girl hogger told a feature writer: "Sure, I'd like to get married. It's a nice thought. But not today and not tomorrow." ●

Our Monthly Newscast

SHORTLY after our January issue came off the press with an item about Union Station Restaurant at Lockport, fire completely gutted that building we learn from Neil Keirn, Middleport, N.Y.

The engine shown at the extreme left on your February cover is probably the last articulated type still active on any common carrier in the U.S., reports Tom Armstrong, P.O. Box 1416, South Lake Tahoe, Calif. 95705.

TO HELP the freight-car shortage, a new plant to build hopper cars and high tank trailers is being built by Butler Manufacturing Co., Murfreesboro, Tennessee.

KANSAS CITY'S historic Union Station, one of the last great railroads terminals to be built in the U.S., will undergo a $500 million face-lift. The station, built in 1917, will be redeveloped under a plant that calls for a luxury hotel, apartment buildings and condominiums, an enclosed shopping mall and a sunken shopping area.

CHESSIE SYSTEM trackmen spiked into place the railroad's 5,000th mile of modern continuous welded rail on February 5th. Forging west along the banks of the Kanawha River at Charleston, W. Va., they made the system the first in the East — and the second railroad in the nation — to reach the 5,000-mile mark in welded rail. Unlike the older-style rail in 39-foot sections, welded rail is laid in quarter-mile-long strips. It is nearly jointless as compared with older steel, which has as many as 270 joints per mile. The result is a stronger track that needs less maintenance.

THE U.S. RAILWAY ASSN. has rejected a $9.1 million loan for working capital to the financially-troubled Rock Island. The road's president John W. Ingram, called the loan denial the "most mishandled" Government action he had ever seen." The road may go under very quickly.

ALTHOUGH the Swedish State Railways are federally owned, they earned a profit of 108 million Swedish crowns and increased their passenger traffic by 12 percent during the 1974 fiscal year. This encouraging trend is due partly to gasoline rationing.

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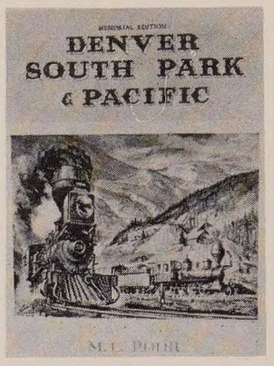

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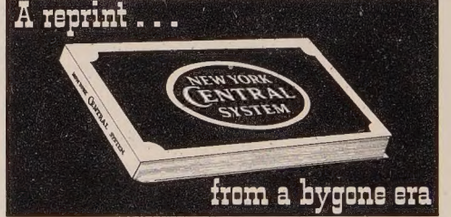

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Two new turbine-powered trains for service on the Midwestern routes of Amtrak arrived on Feb. 7th at Elizabethport, N.J., on one of Atlantic Container Line's ships. The trains each consisting of a power unit and four passenger cars were carred as roll-on, roll-off cargo. Built in France by ANF Industries, they measure 423 ft. long and weigh 248 tons apiece. They were loaded at Le Havre.

program approved for the Italian State Railways.

NOW running between Ludwigshafen and Hamburg is the German Federal Railway's first all-gas-turbine train which has been converted from a former TEE diesel multiple unit. Turbines in both power cars provide 4,400 hp, double the rating with diesels.

IRAN has purchased four turbine-powered trains (RTG class), now being built in the United States by Rohr Industries under a license agreement with the French builder, ANF-Frangeco. — Iranian Railways also have taken an option for 22 other train sets. Their first turbo service was inaugurated March 21, 1975. — Jean-Michel Leclercq, Residence Bellevue de Plan, 01220, Divohne, Les Bains, France. •

Canada Heard From

NEARLY fifty years ago I spent a few months as night watchman on pusher engines at some of the most God-forsaken spots on the Canadian Pacific's Kettle Valley Railroad. I didn't mind the isolation; it was a welcome change from roundhouse work. My only boss was the hogger who ran the pusher, and he was easy to get along with. I recall one job at a lonely place called Farron, atop a steep grade in the Christine Mountains. Nobody lived there except the station operator and his wife, who had cozy quarters above the depot, and the pusher's hogger and fireman, who batched in the old bunk car. My job was easy, to keep up steam on a Consolidation engine of the 3400 series.

At one a.m. every night I also had to assist the fireman in cleaning the fire on No. 11, the westbound passenger train, and dump the ash pans into the pit, where the engine was spotted. The hour-long climb up Farron Hill was hard slugging for a fireman and he welcomed extra help at Farron. After the passenger train had pulled out at 1:20, I could relax in the pusher's cab and doze for the rest of the night.

On arriving at Farron I noticed some bad leaks in the 3600's firebox. The hogger said they were due to a burnt crownsheet. A few days later the pusher was ordered to Nelson for repairs and its crew had to report to the super to explain how the crownsheet had got burnt. No orders had come through for me, so the hogger told me to stay where I was.

"We'll be back in a few days." he added. "Just help yourself to the grub we have left."

So for a whole week I had a soft touch. No relief engine came to Farron, while pushers continued to assist trains up the steep grades. The days went by leisurely and it seemed as though I had been forgotten by the officials at Nelson. Each night I'd fall asleep in the old bunk car and each morning be awakened by No. 11 whistling for the Farron mile-board.

I'd lay there, listening to the thunderous blast of her Pacific engine as she came toward the Summit. What a thrilling sound it was! By the time the train had stopped near the depot I'd be

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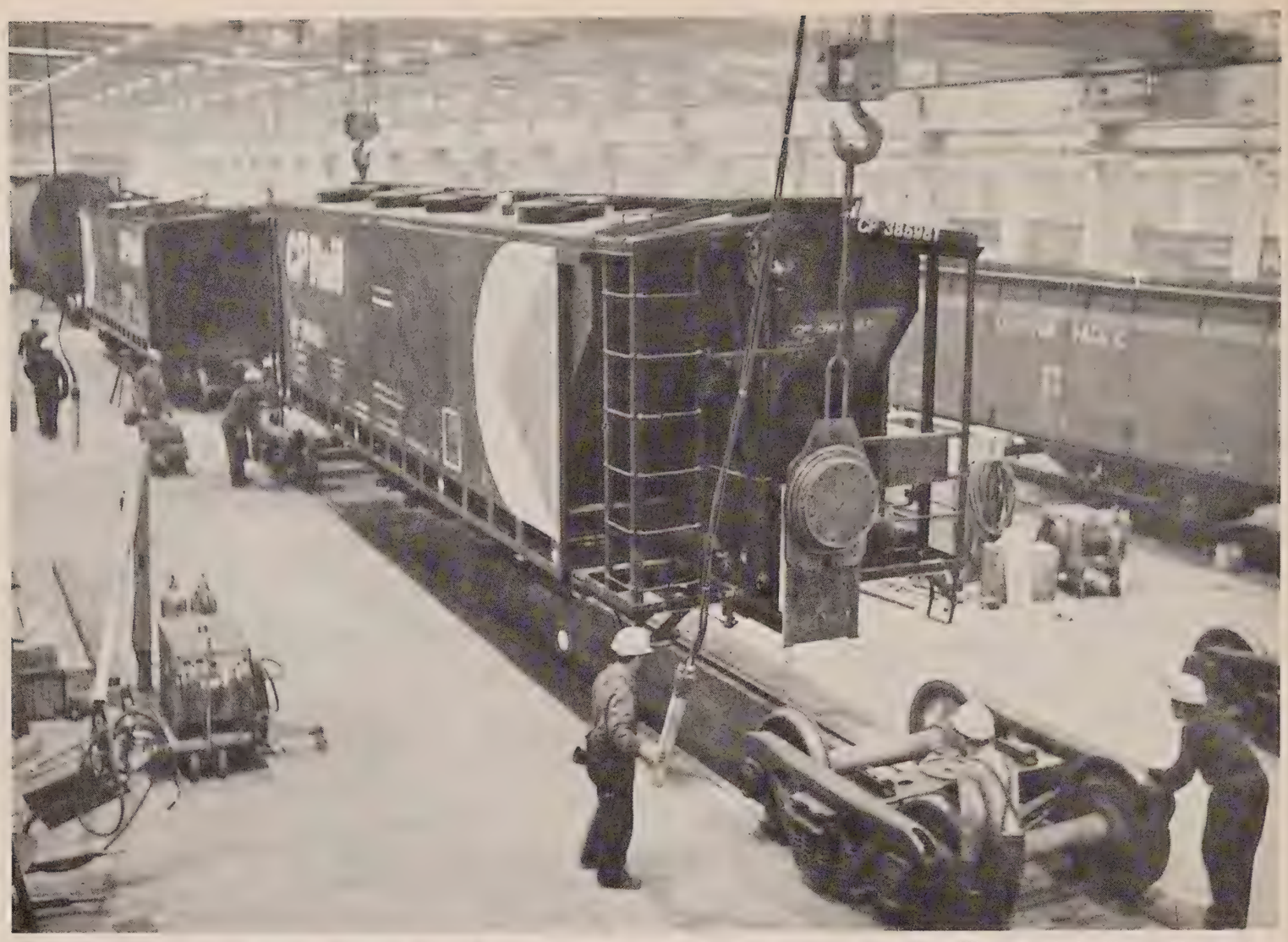


Identical to the heavy freight car repair shop at Calgary (shown here) will be CP Rail's new $6 million repair facility at Montreal.
Both photos by CP Rail

there, ready to help the fireman. At length a message came through ordering me back to Nelson. I had spent about ten days at Farron and run out of victuals, so I was glad to head back home to eat. But I never did learn how the pusher's crownsheet had got burnt.

I really enjoyed pusher jobs on oilburners. Usually we simply coupled into the caboose of a freight train and sat back to admire the scenery as we ascended a long mountain grade. On a hand-fired coalburner, though, the fireman really had to work; but we had few responsibilities there on the trail's end. I recall one trip when the hogger put his feet up and slept right on to the summit! At that point I woke him up.

As long as one engine-crew member stayed awake it was OK. But one time both the hogger and his tallowpot fell sound asleep during their return trip down the mountain side. After assisting a train to the top of a long steep grade, they had hooked onto the caboose of a freight and headed down. The fireman had banked his fire and, with a full water glass, was getting some shut-eye on his seat; and the engineer followed suit. For quite a few miles all went well. Then, at the top of a steep grade, the train stopped for a brake test.

For some reason, the rear brakeman had pulled the pin between the pusher engine and the crummy. As the train continued down the stiff grade it left behind the pusher, with its crew still snoring! But not for long. There was enough downgrade at the place where the loco stood to put her in motion, and soon she was rolling in hot pursuit of the freight! Even then the hogger and fireman were still dead to the world. Their engine thundered over bridges and around curves, but in their sleep-deadened minds they would naturally assume they were still coupled onto the caboose.

Some 15 miles ahead, the train stopped at a small depot to pick up a "31" order. The conductor walked over to the station to sign for it, while his rear brakeman waited on the caboose rear platform. Glancing back up the track, the brakie was startled to see the pusher round a curve, heading toward the freight at high speed! Instantly he leaped for safety. Then, with a thunder-

Canada's white stuff found a real enemy trying to buck Canadian Pacific equipment.

ous crash, the pusher rammed into the crummy, demolishing it and several wooden boxcars. Although the engine crew were uninjured, they had a rude awakening and, later on, some tough explaining to do to the brass collars. — Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada V8W INQ. ●

WHEN Jesse Longbottom, then a 19-year-old immigrant from Yorkshire, England, got off a Canadian Pacific train at Moose Jaw, Sask., in 1903, all he had was "a hole in my pocket." Now aged 90, he is a retired CP Rail carman living in a suburb of Victoria, B.C., with his second wife, Jane, 95, reports CP Rail News. He has a modest house, a garden to keep him busy, and "a bank balance which might buy a steak at 1975 prices."

"Unless you own a railway," says Jesse, "you won't get rich working for one. When I retired in 1949, it had taken me 45 years to move from 20 cents to 98 cents an hour. Now some of those fellows are getting around $4 to $5 an hour."

Most of his working days were spent at Moose Jaw, where he picked up a rich treasury of railroading memories.

Says he: "I remember a cold winter day in 1908, I think, when two passenger trains collided about a mile west of town. I went into one of the wrecked cars and saw, sitting upright with his pipe still hanging from his mouth, an old fellow frozen stiff and quite dead."

Another of his recollections concerns a circus train that came in from Swift Current. It seems that at every station stop one of the circus cars kept coming uncoupled.

"Everything looked okay," he recalls, "but I decided to tie a heavy wire around the coupling — just in case. I was about to do this when an elephant stuck his head out and uncoupled the car with his trunk. Apparently he'd been doing this whenever the train stopped."

Jesse was in Moose Jaw the day a whole trainload of buffalo came in from the States. He said they were brought in by the Canadian Government to preserve the species in Alberta.

"I saw that a number of wooden slats in the stock cars had been kicked out. I guess you know, we didn't keep that train in Moose Jaw very long." ●

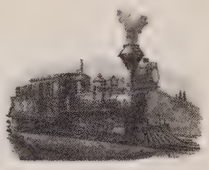
CANADIAN NATIONAL'S most modern car-cleaning facility has gone into operation at Edmonton, Alberta. Located at Calder Yard, the highly-automated plant can handle 14 cars at a time from two tracks. It replaces three separate cleaning operations formerly utilized for refrigerator, box and flatcars. The facilities incorporates the latest in pollution control.

A GRAND TRUNK WESTERN train rolling through a Penn Central tunnel marked the beginning of the end for Canadian National's 121-year-old carferry service on the Detroit River between Detroit, Mich., and Windsor, Ontario. The ferry service started in 1854 when the GTW line reached Windsor, and it carried passengers as well as freight, until 1955. CN'S rail barge Lansdowne, built as a paddle-wheeler in 1884, continued to haul rail cars until mid-March, 1975.

TWO Toronto boys book an unscheduled train ride of 110 miles to northern Ontario in 15-degree weather, but arrived home safely and unharmed. Tony Walker, 13, and Verne Lapine, 12, took refuge on a CP Rail flatcar when older boys were chasing them.

"The train started moving and we couldn't get off in the dark," says Tony.

CP RAIL is building a $6 million semi-automated freight car repair facility at its Angus Shops in Montreal, with a maximum annual capacity of 2,700 freight car repairs. Identical to the facility built in 1973 at CP Rail's Ogden Shops at Calgary, this one will feature five indoor repair tracks and a steel fabricating shop. ●



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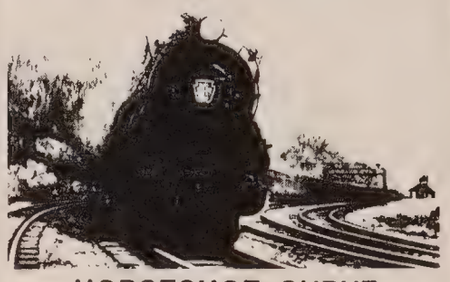

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IOWA TROLLEYS

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PHOTOGRAPHS OF THE MONTH

Hardly a coal-fired loco pushing a wedge, but still able to do job is modern Chesapeake & Ohio plow working in northern Michigan.

Researchers such as Nikki Longworth are seeking more than 500 priceless documents and artifacts to be shown on the 21-month Bicentennial run of American Freedom Train scheduled to begin in Delaware April 1. She is examining a telegraph receiver, circa 1850, held by Dr. Bernard A. Finn, curator of the Electricity and Nuclear Energy Div. of the Smithsonian Institution, in the division's store-room.

Railfanette shutterbug Patti Yarbrough of Plant City, Fla., likes diesels. She's taking close-up on Sept. 15, '74 of freight train ready to cross diamond at old ACL-SCL depot in home town, named for rail tycoon, Henry B. Plant, but no longer passenger stop.

William T. Morgan, P.O. Box 5523, Oxnard, Calif. 93030.

"Push, boys! Push like hell! We gotta back up this train." No, that ain't it at all. The cops are merely hanging onto one of four-unit locos running in reverse carrying safe (front of cops) burglars had stolen March 1 near Fogelsville, Pa. Lehigh Valley had loaned units.

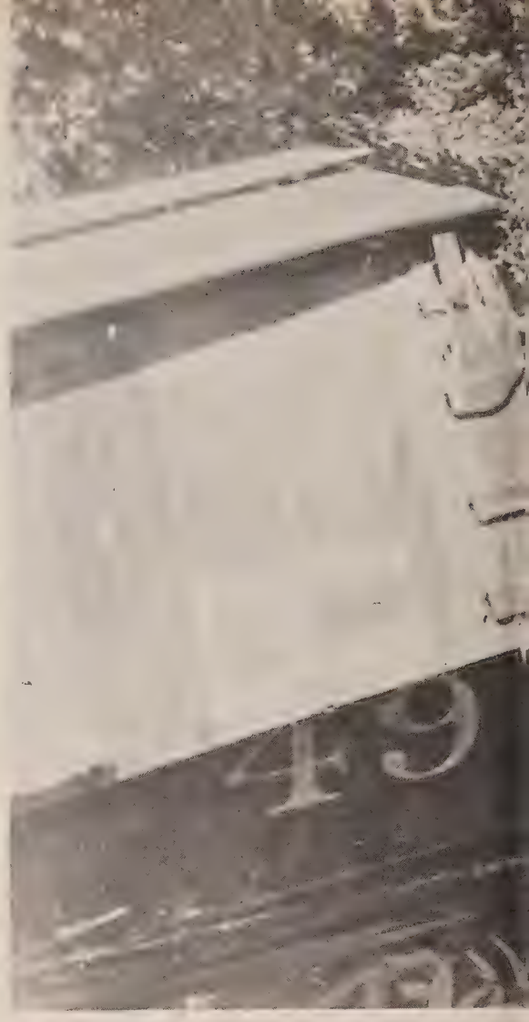
Photo from Allentown, Pa., Sunday Call-Chronicle, courtesy of "Choo Choo Charlie"

This isn't any circus try-out school, but simply an underbridge inspection unit, the first of its kind in the world, working a British Rail bridge. Three men can fit in inspection bucket with operator controling movements within, or from the unit above.

Elstree Plant Ltd., Chester Rd., Borehamwood WD6 1LT Hertfordshire, England.

End of a journey on the Norwegian State Rys., where passenger service is flourishing.

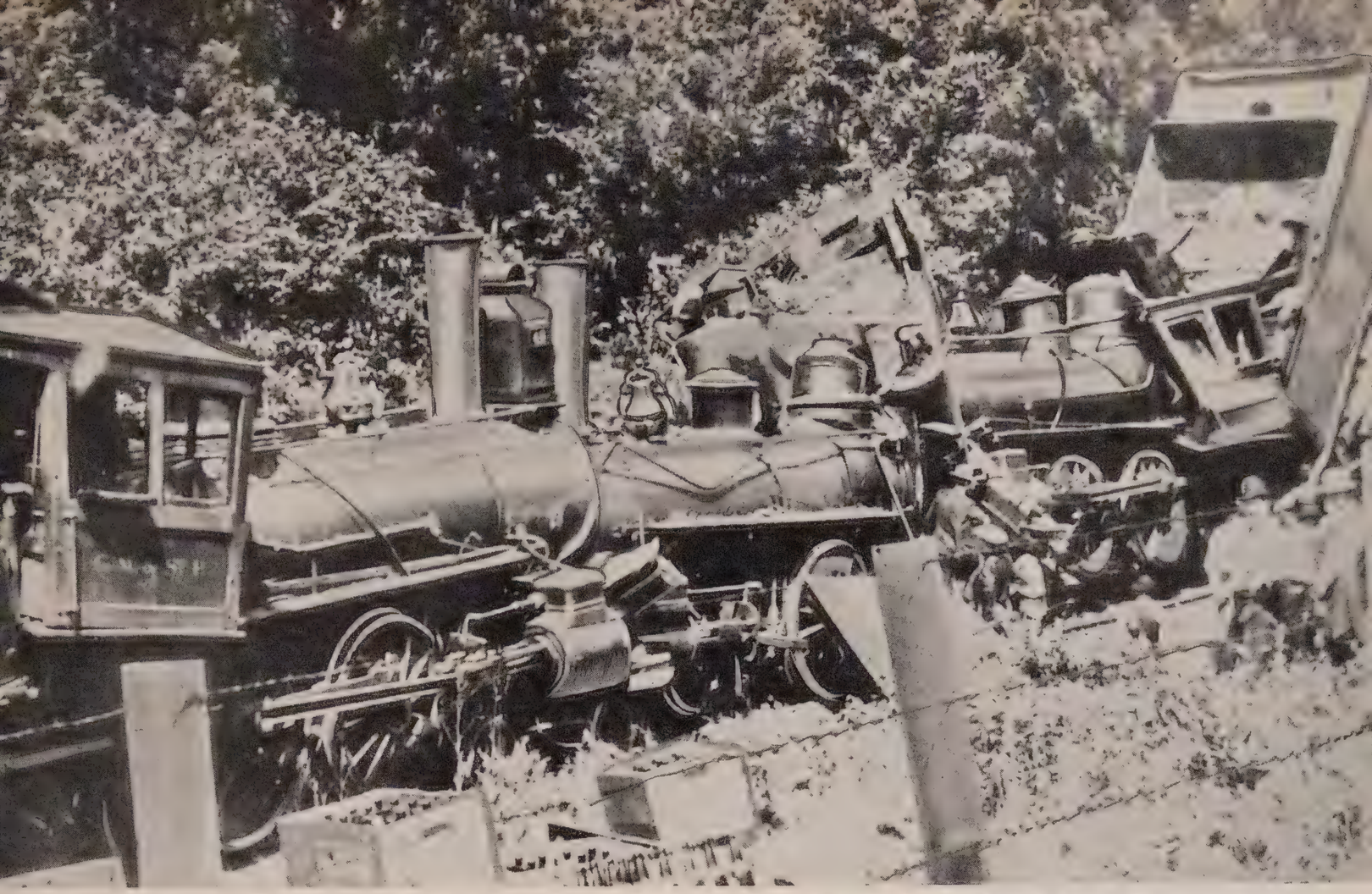
Norwegian National Tourist Office, New York City



D&RGW train No. 17, the Rio Grande Zephyr, rolls thru Byers Canyon at 20 mph in April, 1974. In about one mile, train will jump to 70 mph to highball across Middle Park.

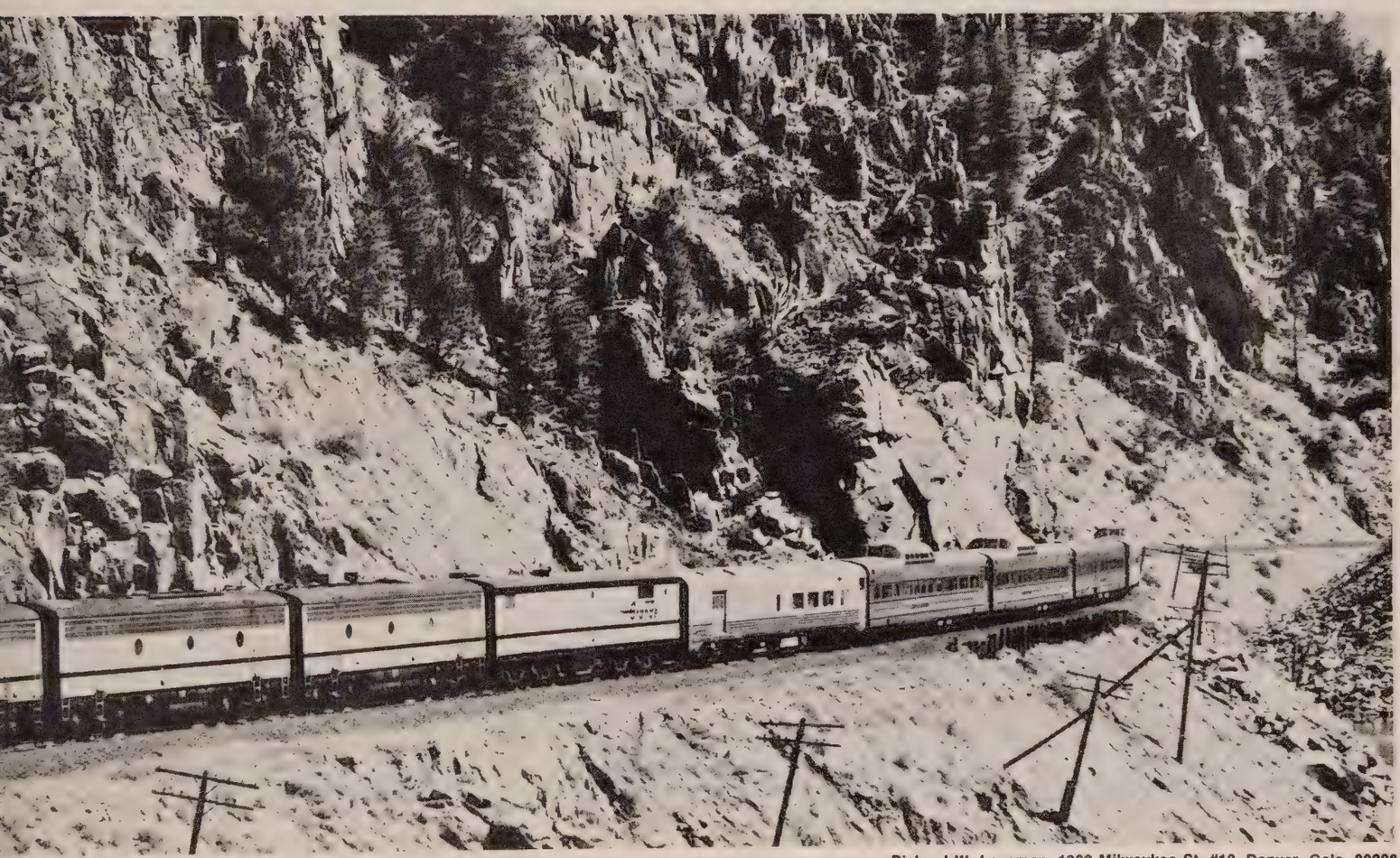
Photograph by Elmas Lamberth

Evidently the Illinois Central didn't have a coal shute in East Thomas yards in Birmingham, Ala., about forty years ago; so they used a clam bucket to load loco No. 3765.



Disastrous cornfield meet. Chicago, Milwaukee & St. Paul No. 49 came together with a doubleheaded freight train somewhere in Wisconsin about 1890. The impact of this tripleheader smash-up must have been heard for miles in this rural summer setting. Note how tender of second loco of the doubleheader demolished the cab of lead engine. Details of this wreck are very skimpy.

Photo from C. W. Jernstrom, 822 Pelham Dr., Fort Wayne, Ind. 46805



Richard W. Loveman, 1302 Milwaukee St. #10, Denver, Colo. 80206

"Gotcha!" CP Rail flagman grabs hoop with orders as westbound freight hack eases by Dorval, Que., depot on misty day in Oct. '74.

Richard J. Allen, 14 Ethel St., M.R. 99, Binghamton, N.Y. 13905

CP Rail and Shell Canada are jointly testing this new type of tank car to determine whether or not it is suitable to the companies' needs and capable of withstanding Canadian climatic conditions. Using a "string" system, the tank cars are lined up on a track and loaded with a liquid commodity through a pump connected to the first car. The liquid flows evenly through all the cars, eliminating the need for a single car loading. A reverse procedure using compressed air empties them.

Jack Mitchell, CP Rail News

Photograph by Richard J. Allen

Susan and her horse watch an Erie Lackawanna eastbound at Sayre being rerouted over Lehigh Valley, due to tunnel cave-in at Factoryville, Pa. Susan's dad has worked in the Valley shops at Sayre for years, taking in steam days.

Unidentified passenger in rear Vista Dome of California Zephyr appears more interested in checking run in stocking than scenic spectacles viewed from train.

Virgil C. Staff, Box 12, Spring Garden, Calif. 95971

Tripleheaders 12, 14, and 17 backing East Broad Top "Winter Spectacular" train at Colgate Grove Wye, near Orbisonia, Pa., in 1975.

Dan Fink, 24 Seneca Ave., Geneseo, N.Y.

The day is fair and cold in Monte Vista, Colo., on January 1, 1975, as engine 71 of the San Luis Central lines up sights on boxcar.

Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

Chicago & Eastern Illinois photograph

Reading a timetable is Elmer Gordon, passenger traffic manager, Chicago & Eastern Illinois, and completely oblivious (wanna bet?) of fashion show held aboard the Dixieland, Miami-Chicago train. Wonder what models Peggy Cutler and Evelyn Duggan are thinking?

Old railroad equipment is being used in many areas of the U.S. to create nostalgic restaurants. For example, "Dining Car 1890," owned and operated by David and Sandra Skulnick in East Setauket, N.Y., on Long Island, includes two Lehigh Valley cabooses which ran from about 1945 to 1973; the Frisco business car "Kansas," which served Herbert Hoover and Harry Truman in their famous whistle-stop campaigns and is now used as a diner, and a reefer, converted to a restaurant refrigerator-freezer. (Page 20) Pretty Joanne Kaplan, who supplied this information for us and helps to put out each issue of Railroad Magazine, is seen consulting the menu. She says the food and wine are delicious.

Four photos by Barry Kaplan, 10 Terrace Circle, Great Neck, N.Y. 11021

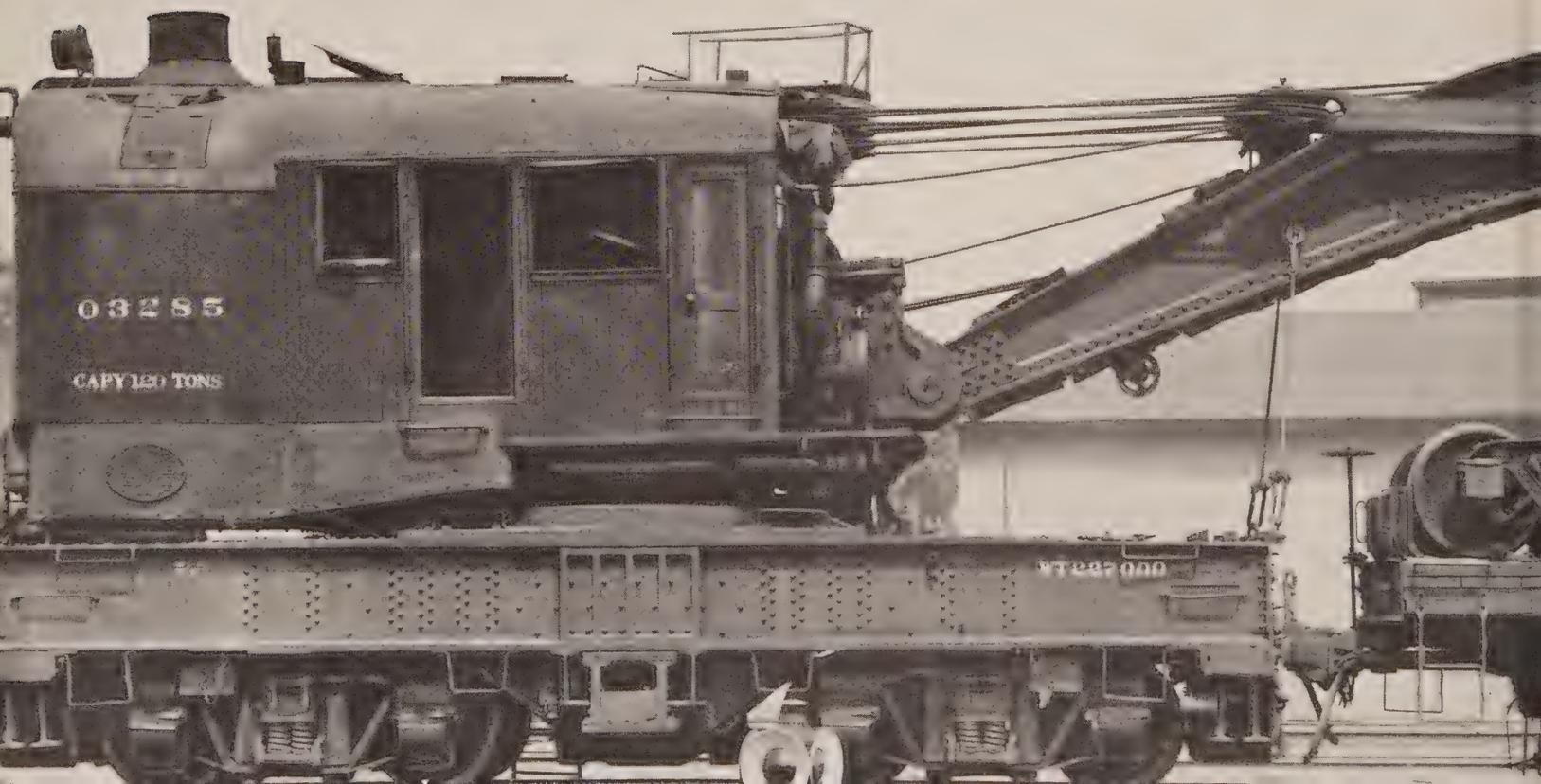
Among the railroadiana on display are pot-bellied stoves, locomotive builders' plates, and car ownership plates.

THE BIG HOOK

Always Ready for Emergency

One of three wrecked Seaboard Coast Line units is set onto tracks day after derailment, Dec. 24, 1971, at junkyard site in St. Petersburg, Fla. (Below) Wooden-cab Erie Railroad wrecking crane, shown years ago, ready to leave yards when called to action.

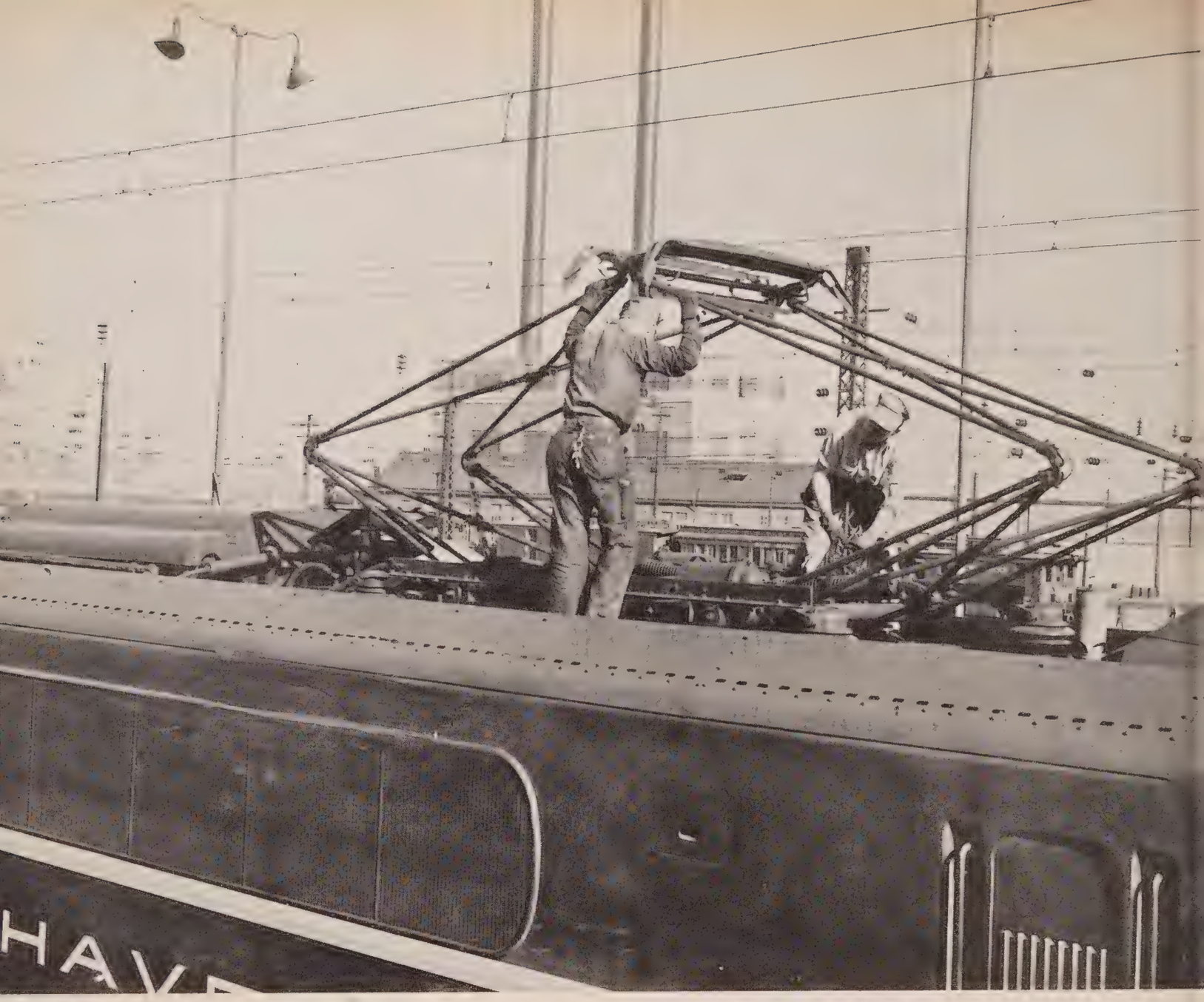
SCL photo by J. Howard Audibert, 6632-28th St. So., St. Petersburg, Fla. 33712



Bill Rooney, P.O. Box 3106, Greenwood, S.C. 29646

This SD 35 isn't going anywhere. Seaboard Coast Line big hook crews from Atlanta, Ga., and Hamley, S.C., relocate cables after rolling 1901 upright, following derailment in Greenwood, S.C., on Jan. 1, '75. (Right) No. 1648 was one of helpers on train 227, ditched

Piled like jackstraws along the bank of the ice-filled Hudson River were 15 cars of New York Central train derailed at Greendale, N.Y., in 1931.



New Haven Railroad workmen adjusting kinks in pantograph atop an electric loco. Bad pantographs have a habit of pulling down wires.
New Haven Railroad photograph

The Story of New Haven Electrification

by Sy Reich (Part 2)

THE BULL MOOSE design had an advantage over the 070 in that its motors were mounted lower, giving the unit a lower center of gravity. But the Bull Moose, equipped for AC freight-only operation, did not live up to its engineers' expectation and was scrapped after several years of local service out of Stamford.

During this entire period, Westinghouse Electric Company, the champion of AC, and its ally, Baldwin Locomotive Works, had built all of the New Haven's fleet of standard electric locomotives. General Electric, which still preferred DC, eventually persuaded the New Haven to allow it to build a series of freight and switching units.

GE proposed to combine the advantages of DC traction motors and high-voltage AC transmission. In partnership with the American Locomotive Company they produced five freight locomotives and two switchers. These 1-B+B-1 freights and B+B switchers had the same basic cab design and wheel arrangement as their predecessors built by the rival B-WH. However, replacing the AC motors and geared quill arrangement, General Electric substituted standard DC traction motors directly connected to the driving axles through ordinary spur gears, just as in trolley cars and the now-universal diesel-electric.

In order to convert the 11,000 volt AC overhead current into low voltage DC for traction motors, General Electric placed a motor-generator or MG set in the locomotive body. This consisted of a large AC motor connected directly with a variable field DC generator producing 2300-volt DC for the traction motors. The designers claimed this to be the ideal combination: high-voltage AC transmission and low-voltage DC motors.

These units worked successfully on

heavy drag freights. However, the maintenance on the additional rotating equipment (AC motor plus DC generator) more than offset any advantages gained. The last two locomotives of that type were used to convert 11,000 volts AC into 600 volts DC for a test third-rail at the New Haven's Van Nest electric shops. These two units were scrapped when those shops were sold to Con Edison for non-railroad use.

THEN, in 1931, traffic demands required the building of ten more electric motors. GE broke with tradition and built 2-C+C-2 electric box-cab locomotives. Although these units followed in the same general box-cab arrangement as the Baldwin-WH products, GE introduced the 2-C+C-2 wheel arrangement to the New Haven, which is regarded as the most effective electric wheel arrangement. These locomotives followed shortly after the Cleveland Terminal DC electrics of the same wheel arrangement.

When the Pennsy was designing the GG-1's the New Haven shipped one of these EP-3's to Wilmington, Dela., where the Pennsy tested it thoroughly. The GG-1 follows closely the EP-3's electrical and mechanical design. It seems that the GG-1's are little more than EP-3's with Raymond Lowey steamlined cabs.

In the age of streamlining, when the Zephyrs, Electro-Motive road passenger diesels, and GG-1's came into prominence, the New Haven Railroad was not to be left out. GE delivered six streamlined 2-C+C-2 of the same general design as the EP-3's. The streamlining used on this class, unlike the GG-1's, resembled the then-new diesel-electrics. This same streamlining was duplicated on the wartime AC-only EF-3 freight engines built by both GE and Baldwin-WH.

The five Baldwin-Westinghouse locomotives ran into Penn Station over Hell Gate Bridge. But, because they were not equipped with third-rail DC equipment, they never entered Grand Central Terminal in New York City.

Inside one of the modern air-conditioned commuter coaches on GCT-Conn. operation.

In 1955, well into the great age of dieselization, the New Haven pulled a rabbit out of its hat by ordering ten new ignitron electric locomotives from GE. These units were an offshoot of the MG locomotives that GE had produced for the New Haven three decades before in that they combined the advantages of high-voltage AC distribution and low-voltage standardized DC traction motors. In place of the cumbersome and troublesome motor generator set, General Electric substituted an electronic device that changed the high-voltage AC to low-voltage DC without the aid of mechanical rotation or other moving parts.

THIS simple device was a descendant of another electronic rectifier, a mercury arc rectifier, which was tested in a Pennsy MU car converted to a locomotive and run for a year on the New Haven Railroad in 1914. Although this New Haven experiment was a failure, the same basic principle is being used now in the successful ignitron locomotives and "washboard" MU cars.

The locomotives we have described did well with mainline through trains, but a type of equipment was desired that could handle local suburban, commuter, and branch-line operations. It would need high rates of acceleration and deceleration plus a large seating capacity for rush-hour crowds. Such equipment, commonly called multiple-unit cars, or MU's, was a direct descendant of the trolley car and the subway train.

These cars consisted essentially of a standard passenger coach car-body, trucks with motors, pantographs, third-rail shoes for the collection of electric current, and auxiliary control apparatus. They were designed to train together allowing one motorman to control many motor cars.

Not all the cars of an MU train need be motors. Early New Haven MU trains contained trailers, which contained no motors or pantagraphs, but they had jumpers to allow the electrical connections to pass through them so that motor cars could be operated on each side of them. These trailers were generally coupled in a two-to-one ratio with the motors and had control handles located in ther vestibules to allow them to be used at the head end of a train. Thus, they are called control trailers.

Mainline MU's built for the New

General Electric photograph

General Electric loco, with 11,000 volts, 25 hz, built for the New Haven R.R. in 1955.

General Electric class 1-B-B-1276/200 4GE286A, 11,000 volts AC motor generator road freight locomotive No. 0112 had 50,000 lbs. t.e., weighed 282,000 lbs., and built in 1926.

No. 0351 shown on June 10, 1931 was a General Electric class 2-C+C-2-270/395-6GEA621A, 11,000/660 volt AC-DC New Haven loco with 68,400 lbs. t.e., and weighed 403,-500 lbs.

Two photographs collection of R. H. Gillespie, Jr., 835 Ponus Ridge Rd., New Canaan, Conn. 06840

Four old New Haven electrics grind across Hell Gate Bridge, in New York City's Astoria, with a long freight, the hack of which can be seen on high level approach in distance.

Photograph by Fielding L. Bowman

Haven Railroad can be divided roughly into four classifications: open-end cars, railroad-roof cars, arch-roof cars, and stainless-steel cars (referred to as "washboards" because of their fluted construction).

All were equipped to operate both on AC from the overhead and DC from the third rail, except several cars which operated on AC only and were used on the Harlem River branch between the river and New Rochelle where there was no DC third-rail. Later, when this service was abandoned, DC equipment and third-rail shoes were installed on these cars and, which were placed in the regular MU pool. The newer stainless-steel cars are equipped with ignitron rectifiers and DC traction motors.

THE NEW HAVEN finished its electrification to Stamford in 1908 and opened a continuous juice route between that city and Grand Central Terminal. Third-rail operation at 600 volts DC was used over the New York Central lines.

At Woodlawn, where the New Haven branches off from the Central, 11,000-volt AC overhead wire begins and third-rail ends. Here trains change from DC to AC while running at 40 or more miles per hour. This change involves:

(1) When a train is entirely off the third-rail-equipped track, the motorman flips a switch in the cab of his juice locomotive or MU train, causing the third-rail shoes to retract and fold up against the trucks.

(2) Another switch reconnects the control circuits and auxiliary equipment from DC to AC circuits.

(3) A third switch raises the pantographs to contact the 11,000-volt wire. The train then takes power and continues under the New Haven's catenary.

These operations, performed with the train running at high speed, are interlocked to assure that they are done in the correct sequence. They bring about the right action on every unit of a 10- or 12-car MU train or on all units of an MUed locomotive.

In 1908, when EP-1's were powering through trains between New York City and Stamford, engines were changed at Stamford so that steam hauled the trains the rest of the way to New Haven, Springfield, and Boston. With the establishment of electric suburban and commuter runs. MU trains were used for these runs between New York and Stamford. Some of these commuter runs terminated at New Rochelle or Port Chester.

Later, when the Harlem River line was electrified, a few through trains

Repair crew tightening turnbuckles to take up wire slack at Stamford derailment after redball freight tied up all four tracks in 1959.

Photograph by Gene Gentsch

originating at Harlem River operated with EP-1's to Stamford. MU's handled local service between New Rochelle and Harlem River and on the New Canaan branch. As the wiring pushed forward, juice locomotives conveyed passengers as far as New Haven, with freights continuing to the Cedar Hill Yards. A few MU's handled local and commuter trains east of Stamford, but Stamford remained the MU's main easterly terminal.

In 1927, the Bay Ridge line of Long Island Rail Road was electrified (11,000 volts overhead) and soon New Haven freight trains were rumbling down to Bay Ridge, Brooklyn. It was interesting to see the Long Island's 600-volt MP-41 cars (Gibbs MU units, built in 1904) highballing alongside the New Haven's giant freighters on part of this

line.

At the time freight tracks went into service over Hell Gate Bridge, passenger tracks into Penn Station were opened to allow trains to run between New England and the South and West. New Haven juice locos which pulled trains into Penn Station were uncoupled there and replaced with GG-1's

THE ADVANTAGES of electrification are obvious. What about its disadvantages? For one thing, it requires huge initial sums for catenary towers, wire, and power plants; and the cost of maintenance and renewal also run high. The operation of through trains between New York, Boston, Springfield, and Pittsfield called for a change of engines at either New Haven or Danbury. Thus, many more locomotives were needed than if only one type of motive power were used. Then, too, switching at the division point is a luxury because of the wages paid to switchmen, towermen, pinpullers, conductors, and other workers.

All of these costs are magnified when the total electrification is relatively small, unlike that on the Pennsy and formerly on the Milwaukee Road. What, then, is the answer?

What the diesel locomotive has done to steam power almost everywhere it also did to the New Haven Railroad's electrified system — a great pioneering organiaztion if ever there was one — but this system is still functioning. Diesels, we might add, helped by the merger of the New Haven into Penn Central and the resulting rerouting of freight traffic away from the former New Haven's electrified line.

Electric transmission gives the diesel all the advantages of the straight electric without the requirement of having to build and maintain catenary, third rail, or stationary power plants. The diesel's only major flaw, as compared with the straight electric, is its fixed horsepower.

The straight electric draws current from a virtually unlimited source of power and could double its hp output for a brief period, while a diesel-electric locomotive draws current from a generator attached to its engine, which can develop just so much hp and no more. The liability is far outweighed by the assets we have mentioned.

In 1956 the New Haven acquired a gaggle of diesel locomotives; GP-9's, Fairbanks-Morse H16-44's, Alco RS-11's, and Electro-Motive yard switchers. They replaced most of the road's electric freight hogs and switchers on a one-for-one basis, since individual unit horsepower of the diesels and electrics were about equal.

The objection to diesel fumes in the New York City tunnel under Park Avenue and in Grand Central Terminal itself prevented the use of diesels on through passenger trains. Another year passed before diesels regularly pulled trains into and out of Grand Central, and it was two years before most of the New Haven's through trains into and out of the terminal were powered by a diesel locomotive apiece over the entire run.

ONE BIG advantage of diesel-electrics over straight electric power was shown by a wreck that occurred on Saturday January 10th, 1959. A redball freight passing through Stamford on the New Haven main line was derailed, spewing cars over the landscape and wrecking a mail-express train that

Photograph by Gene Gentsch

This was what happened after a redball freight jumped the rails Jan. '59, blocking all four tracks of New Haven's electrified mainline. About two weeks elapsed before juice was restored, but meanwhile tracks were cleared and diesels kept trains rolling.

New M-2 General Electric commuter cars, costing $400,000 each, are in daily service over MTA and Conn. Dept. of Transportation rails.

stood at the station. (See the photo.)

Nobody was hurt, but catenary towers and wire went down, blocking all four tracks. By Sunday two tracks were cleared and the trains began operating over them with FL-9's, which do not require electric power.

When all four tracks were reopened for rush hour traffic on Monday morning, the life blood of New Haven commuter service — electric power — was still gone. With about a quarter-mile of catenary down through Stamford, where the road dispatched 21 MU trains from 6 to 9 a.m., Westchester County commuters reached New York between one and three hours late, with some delays up to six hours.

Diesel locomotives hauled MU's through the gap in the catenary. Much time was lost in coupling up, testing air-brakes, and operating in territory without signals.

Meanwhile, the New Haven had ordered a new signal and catenary tower; but delivery took about ten days, not to mention time required for the erection and for stringing wire and installing signals. Thus, although diesel-powered trains were running the day after the wreck, about two weeks elapsed before the road's electric power was restored.

THE FIRST electric-diesel-electric locomotives used successfully in New Haven passenger service were the special units built by Fairbanks-Morse for the experimental Talgo train. These locomotives were called "Speed Merchants" in honor of their top speed, 117 mph. They were placed on each end of the train facing in opposite directions so that no switching moves would be necessary to reverse the train at terminals. MU connections, which allowed both engines to be controlled by one engineman, ran the length of the train through special couplers which automatically made air and electrical connections upon coupling.

Each locomotive housed an F-M opposed piston diesel engine driving a DC generator, which in turn supplied current to the traction motors. An additional DC motor was connected to the main generator.

When the train ran in non-electrified territory, or on the New Haven's 11,000-volt electrification, the locomotive operated as a normal diesel-electric. But when it approached the New York Central at Woodlawn, the diesel engine was shut down and third-rail shoes were lowered. A special electrical clutch disconnected the diesel motor from the main generator and hooked up the generator, instead, to the DC motor.

When the train operated on the Central it drew DC current from the third rail which ran the DC motor. This motor turned the main generator, which supplied current to the traction motors. Quite unusual, but it worked.

Preceding the successful operation of the F-M locomotive, a pair of Baldwin-Lima-Hamilton special electric-diesel-mechanical locomotives powering Train X had an unsuccessful demonstration run. Reporters and railroad officials were to have been treated to a ride from Boston to New York City on this new lightweight streamliner, but as the train was changing from diesel power to third rail power at Woodlawn, N.Y., one locomotive caught fire.

The train stopped, third-rail current was turned off, and the New York City Fire Department put out the blaze. The damaged locomotive pulled the train into Grand Central Terminal. Then the entire train was taken to the Van Nest shops for a rebuilding. Later it was sent to Readville, the New Haven's main shops. It never entered service.

The design of the ill-fated Baldwin locomotive reflected current practices in Europe. The diesel engine and transmission were of German type (Maybach) but were manufactured at Eddystone, Pa. The engine was a lightweight 1000-hp V-12 diesel. Instead of being connected to a generator, which in turn is connected to the traction motors as in a standard diesel-electric, this one was connected to an automatic four-speed transmission operating on the same principle of hydromatic transmissions in automobiles.

Both diesel and transmission were mounted on the forward power truck, riding on the truck instead of in the car body as normally. Also on the truck were a pair of electric motors which operated the train in Grand Central Terminal when the diesel was shut down. In the locomotive car body were auxiliary motors and generators and other equipment.

No. 0352 hauling four-car Pittsfield-New York train south out of Danbury, Conn., yards.
Collection of R. H. Gillespie, Jr.

BUDD COMPANY introduced a third experimental design, known as "Hot Rod RDC's. It consisted of a six-car train of ordinary RDC's so modified that their clearances would meet those of the Park Avenue tunnel. Other changes included the removal of controls from every car and the substitution of a cab front on each end of the train.

Thus, the middle four cars were blind motors while the outer cars looked like locomotives coming at you — until you saw passengers seated at the picture windows. To allow the cars to operate into Grand Central Terminal, Budd equipped the outer axle of each truck with a General Electric traction motor. Control equipment gave automatic acceleration which did not equal normal RDC operation. Once past Woodlawn, however, the diesels were switched on and nothing could catch those Hot Rods.

Meanwhile, the New Haven had contracted with Electro-Motive to build cab units to haul regular passenger cars over its own road with diesel power and then into Grand Central with electric power. The first two of these new units, FL-9's, were completed at the end of 1956 and delivered to the New Haven for tests. Alas, bad luck bedeviled them. The two FL9's, caught fire at Woodlawn during tests and were returned to La Grange for rebuilding and redesigning. In June, 1957, they returned to the New Haven and this time did well in all tests.

Twenty-eight more such units were then delivered to haul most through trains into and out of Grand Central. Later a second order of 30 more units filled out the FL9 roster to 60 units. Tests were made with overrunning third rail shoes into Penn Station. These shoes picked up current from the same third rails that once fed the Penny's DD-1's and currently supply the Long Island Rail Road's MU cars.

A convertable third-rail shoe was designed to permit operation on the Central's underrunning third rail and the Pennsy's overunning third rail. After these shoes had been installed, FL9's were able to pull passenger trains anywhere on the New Haven system.

Plans were for the New Haven to buy some additional FL9's to handle all through passenger service and then with this service dieselized, the catenary could be removed above Stamford as well as on the Harlem River line, the Hell Gate Bridge, and the Bay Ridge line; but multiple-unit cars would continue to use the electrification to Stamford.

But fate in the form of the merger with Penn Central, the New York MTA, Connecticut DOT, the Federal Railroad Administration, and Amtrak interfered with these plans.

WITH the Long Island Rail Road in poor physical and financial condition, bringing threats of service reductions and interruptions, the State of New York established an authority known as the Metropolitan Commuter Transportation Authority to buy and operate the LIRR. Later, this body was renamed the New York Metropolitan Transportation Authority and given the task of operating, owning or both, all transit facilities in the state's share of the New York City Metropolitan Area. So the MTA purchased the portion of the NH in the State of New York.

Meanwhile their partners in another state, namely, the Connecticut Department of Transportation, leased for a long-term period the NH electrified lines in Connecticut as far as New Haven, including the branches over which passenger service operates. Penn Central now runs these lines for the two authorities and settles up for the PCTC freight service that is operated on these tracks.

With these ownership matters settled, MTA and CDOT began a rehabilitation program to improve the com-

R. H. Gillespie, Jr., 835 Ponus Ridge Rd., New Canaan, Conn. 06840

Stamford shop crew make New Haven's No. 375 glisten in the sun on an April day in 1958.

muters' lot on this half-century-old electrification. The first, and most notable improvement, was buying new MU cars to replace all but the post-war washboards built by Pullman-Standard. The basic design of these modern cars was the Long Island's new M1's. Known as M2's, these NH cars differ from the M1's in that they are equipped to operate from both 600 volts DC, as are the M1's and from 11,000-volts AC either 25 hertz, or 60 hertz. Some of these cars are lettered for MTA and some for CDOT, but all are distinctive in that they represent the first series of multiple-unit cars built by General Electric at their new plant in Erie, Pa. Deliveries began in 1973. To accomodate the new cars, which can load passengers only at high-level platforms, the authorities undertook a massive station improvement program, equipping all stations in the electrified zone with such platforms.

Most of the New Haven's 25-hertz AC power was generated at the railroad's aging power plant at Cos Cob, Connecticut; but some came from Consolidated Edison, New York City's electric utility. The Cos Cob plant continued to churn out power despite dire predictions by consulting engineers that it might blow up at any minute, but it certainly needed rebuilding. With little spare cash available, the New Haven — and later the Penn Central — could afford only minor repairs there.

Finally, Con Edison notified the railroad that it planned to discontinue generation of the 25-hertz AC power, which was used only by railroads, the New York subway system, and a few other specialized users. The utility supplied commercial frequency 60-hertz AC to all of its other customers and so wanted to effect economy by discontinuing production of the oddball 25-hertz power.

BY THIS time the New Haven's electrification was under the jurisdiction of the two state authorities. Rather then abandon the electrification or rebuild the Cos Cob plant with the oddball 25-hertz frequency, the authorities decided to change the New Haven's electrification from 25-hertz to 60-hertz power, buy all power from utilities and scrap Cos Cob. Although several freight-only private mining railroads in the United States and Canada operate commercial-frequency, 60-hertz electrifications, this will be the first full-fledged mainline North-American commercial-frequency electrification.

Engineering firms were engaged and contractors hired for the necessary design and conversion work. As part of this major undertaking, even the signal system will be modernized to make it compatible with commercial-frequency AC and to provide cab signals and automatic speed control. When the work is completed in about a year, the commercial-frequency system will extend between Woodlawn and New Haven with a branch to New Caanan. Later, the branch to Danbury may be re-electrified, using this system.

The route from New York's Penn Station to New Rochelle Junction along the New York Connecting Railroad and the Harlem River branch will remain electrified with the old-fashioned 25-hertz system. A short gap in the catenary at the junction will separate the two electrifications systems. Metroliners, the new Amtrak electric locomotives, and the M2's, all of which can operate interchangeably from either 25-hertz or 60-hertz power, will be able to coast through this gap and thereby continue through electric service between Penn Station and New Haven. GG-1's, though, which cannot operate on 60-hertz power, will no longer be able to operate to New Haven.

With the merger of the New Haven into the Penn Central, the states taking over the electrified service out of Grand Central, and the creation of Amtrak — the National Railroad Passenger Corporation — new traffic patterns emerged. First, the PCTC rerouted through freight trains away from the electrified zone. Car-ferry service in the New York Harbor was discontinued, operation over the Poughkeepsie bridge to Maybrook downgraded, and traffic rerouted through the new Selkirk classification yard and over the former lines of the Boston and Albany subsidiary of the New York Central to and from New England.

This pulled the plug on electrified freight trains into Bay Ridge Yard in Brooklyn and into Oak Point Yard in the Bronx. The two freight tracks across the Hell Gate Bridge were de-wired and the New York Connecting Railroad freight line and the Long Island's Bay Ridge branch were denuded of electrification. The ex-Virginian electric freight locomotives, the last used in this service, were reassigned to other duties on the PCTC electrification west of New York City.

Althouth there has been through train service between Boston and Washington via Penn Station since the Hell Gate Bridge opened, most New Haven trains from Boston to New York arrived and departed from Grand Central. With the Penn Central merger and Amtrak's inception, Boston-to-New York train service was transferred to Penn Station, leaving Grand Central for the New Haven commuters.

With this move, it was no longer necessary to have the flexibility in electric locomotive design that would permit them to operate on either the New Haven's 11,000-volt AC or the New York Central's 600-volt DC. Operation of locomotives only into and from Penn Station meant eliminating of the 600-volt-DC requirement.

This signaled the beginning of the use of Penn Central GG-1's all the way to New Haven without the requirement for changing engines at Penn Station. As the Metroliner cars were debugged and made more reliable, Metroliner service from Washington also was extended from New York to New Haven over the Hell Gate Bridge.

The post-war New Haven EP-5 ignitron locomotives continued in commuter service for a few more years; but they, too, were replaced when the new M2 MU cars were delivered. Too new and potentially valuable to scrap, these locomotives were stored by the PCTC for a while. Now, a few have been rebuilt for freight service west of New York. If this rebuilding is successful, the remaining members of the class may enter PC freight service.

Like a phoenix arising from its ashes, the New Haven Electrification has gained a new lease on life. It is about to begin its second 70 years of life just as it began its first — as the most modern technically advanced mainline railroad electrification in North America.

Collection of Allan H. Roberts, 146 Thornycroft Ave., Staten Island, N.Y. 10312

No. 0353, built by General Electric in 1931, class EP-3, at Stamford station, in Oct. '50.

Oldtime circus train crossing James River at Monroe, Va., on Southern Railway.

From collection of Freeman Hubbard

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

HEAVY TRAINS operated by Australian mining roads were referred to in our February department. We've also mentioned CP Rail's experiments with robot power which resulted in the Canadian record for long freight trains. However, Charles H. Cox, 7413 Creekview Rd. #2, Richmond, Va. 23234, reminds us that the world's record for train length was set by the Norfolk & Western, which, in a test series in 1971, ran a 450-car coal train from the West Virginia mines to tidewater with five diesel units. Two weeks later, N&W ran 500 cars with six units. All cars were loaded, so it is safe to guess tonnage as being in the 45,000 bracket or higher. A photo of the 500-car monster appeared on the cover of the Brotherhood Trust Life Magazine, an insurance publication for rail employees.

You might call Charlie a modern-day boomer. His photo of two N&W H-16-44's adorned this column in January. At the time it was made, he was working on the Santa Fe in California. When the N&W ran the two trains mentioned above, he was braking on that road's Norfolk Division. Now, he's braking on the Chesapeake & Ohio out of Richmond on the Peninsula subdivision, which runs out of Richmond to Newport News through Fort Eustis and Williamsburg.

Some time ago I reported seeing a 160-car — 15,000-ton coal drag — limp into Stevens Yard behind a GP-9 and a dead U-25B. Some people doubted this. Why could C&O have dispatched only two units on such a train?

In answer to this, Charles Cox writes: "Presently we run coal trains in the 190- to 240-car consists, using one GP-35 and one GP-7 or 9 as road power, with two or three helper units out of Fulton Yard (Richmond) to get us up to Fort Lee, about five miles east. Fulton Yard is on a steep grade and is about 2½ miles long, so all eastbound trains need a helper to start; most helpers going to Fort Lee and cutting off. From there it is up to the engineer to get the train to Newport News.

"Only one other hill is encountered in the 73 mile trip; that's at Toano, Va., ten miles west of Williamsburg. That grade is 1.75 percent and eight miles long. If an engineer doesn't plan his strategy right, he could bog down on the hill, break a couple of knuckles, and end up doubling it. Speed decreases to about 1½ to 3 miles per hour in climbing this hill with two units, but I guess this is Chessie's way of economizing, to get tonnage, rather than speed.

"I have also been on coal trains trying to get over this hill with 38,000 tons (good grief!) and only three GP-9's. Only last week we broke in two at Lee Hall in five places. Broke two knuckles and had three "slip-bys" (where coupler height is mismatched enough so that rough track or great strain will cause them to pop apart). It often happens. And when the air dumps and the brakes go into emergency, you'd better watch it!"

As a footnote to this, C&O had a wreck last January at California, Ky., which involved a 190-car freight train. Witnesses driving along Route 8 said the train "just buckled in five different places." That's what Charlie is talking about when he says to watch those emergency air applications.

Charlie has worked on three of the new C&O U-30's: Nos. 8225, 8228, and 8229. He likes their power, but "like all GE units, the steps are too steep and the walkways too narrow." They are equipped with toilets and even a refrigerator in the cab, but no provision for washing your hands. Who wants to eat with filthy hands?

Finally, Charlie reports spotting two industrial

Following re-enginning job at Boise, Idaho, Delaware & Hudson PA No. 19 pays a surprise visit to East Syracuse, N.Y., as lead unit on Amtrak train No. 74. Assisting the PA home to Albany from the west was PC E9 in snow flurries on February 26, 1975.

Fred L. Scholl, 111 Columbia Ave., Syracuse, N.Y. 13207

CP Rail photo

This 197-ton locomotive is one of 90 new diesels being added to the CP Rail fleet in 1975. Valued at over $43 million, the six-axle, 3,000-hp units were ordered from General Motors of Canada Ltd., for service in Western Canada, giving more power over Rockies.

diesels still operating at the Richmond Deepwater Terminal. These are a Davenport 30-tonner and a Davenport-Besler 44-tonner, the latter built in 1934. They aren't numbered and are painted dark green. The 44-tonner does daily work, with the 30-tonner used as standby. When not in use, they are stored in a covered enginehouse. You must get permission to enter the property.

Also, on Belle Island, in the middle of the James River in downtown Richmond, a GE 44-tonner is working in a steel fabrication yard. Both bridges to the island were knocked out in the 1972 flood, marooning the little engine and everything else on the island. The only way over is a small cable-operated ferry.

JOHN KUNIS, a B&O fan in Cumberland, Md., reports that nine more B&O F-7's are dead storage with their stacks covered. Three units (additional) were shipped to Morrison-Knudsen on January 1 — F-7A 4472 and two units, 5504 and 5498. John has two brothers working in the B&O shop there, and they hear that slack business conditions are sending the old units to storage. Here in my home city of Cincinnati, we see active F-7's almost every day. Amtrak units stored in Cumberland include 200, 206, 227, 204, 207, 211, and C&O 1471.

A Cumberland newspaper of Feb. 9th, which John sent, reports a wreck on the Monongahela Railroad at Rivesville, W. Va. A boulder, "the size of a house," fell on the track and was hit by a coal train and "three diesels were destroyed." One trainman got a sprained back. It was estimated that it would take 75 sticks of dynamite and several days to dismantle the big rock. Probably the Monongahela units involved were either new GP-38's or ex-P&LE GP-7's, maybe both.

THE ONLY locomotive now being readied for the Freedom Train is Southern Pacific GS-4 4-8-4 No. 4449, but will she be used nationwide? Penn Central officials are said to be balking at the thought of the big Daylight (475000 lbs.) on their rails. I've heard a flickering mention that Reading 4-8-4 No. 2101 — last reported to be stored at the Striegel Supply Co. in Baltimore — may be used.

WE NOTED in a past issue that the Cumbres & Toltec Scenic ran some excursion trains with a diesel from the Oahu Railway in Hawaii, the idea being to save the steamers for the heavier tourist crowds, and thus save fuel during the shortage. However, a New Mexico attorney general charges that use of the diesel violated the C&TS lease agreement with the state and argues that the lease could be terminated.

R. P. Parsons, 6932 Vance, Arvada, Colo. 80002, sent us a Rocky Mountain News clipping datelined Santa Fe, N.M., 1/31/75. The decision was to be discussed by the House Appropriations and Finance Committee. According to the Attorney General, the C&TS trains are to be operated with coal-fired steam engines, or no lease. Will some C&TS followers tell me what was finally decided?

MONTREAL-WORTHINGTON, or MLW Locomotive Works — Canada's famous old locomotive builder — has been acquired by Bombardier Ltd. of Valcourt, Quebec. Bombardier is known as a snowmobile manufacturer, so you might expect some M-420's to be running around equipped with skis, but there is a reason for Bombardier's railroad interest. They recently landed a multi-million dollar contract for Montreal subway cars. Actually, Bombardier has purchased 52 percent of share in MLW from the Studebaker-Worthington interests. I haven't heard of an MLW name change.

Where are the pollution experts? This diesel is trying to look like a steam engine. Long Island No. 605 has been idling at Port Jefferson, N.Y., on February 22, 1975, and now suddenly goes into action. We have never before seen a diesel picture with so much smoke.

Mike Yuhas, 103 Jefferson Ave., Port Jefferson, N.Y. 11777

Two of CP Rail's CLC 44-tonners have been sold, Nos. 18 and 23, which had been stored at Angus Shops for years. No. 23 went to Coleman Collieries in Alberta. Our latest word has Baldwin DS-44-1000 switcher 7068 waiting for a new main generator at Ogden Shops. New SD 40-2 No. 5700 is now on the road, and rare-bird E-8 1800 has finally been given a sealed beam headlight.

A new Canadian tax law, due to be applied April first, may spell the end for all leased American units, which now include units of the Bessemer & Lake Erie and Precision National. I've been hearing rumors of strained relations between the U.S. and Canadian governments and I suppose this new law reflects the feelings.

Speno rail-grinding trains are back in operation on both CP Rail and Canadian National. The former is powering these with FM H-16-44's numbered 8714, 8715, and 8716. The CN is using SW 1200 RS's numbered 1396-1397. As we go to press, CP's train was in Nelson, CN's in Moncton. That Delaware & Hudson U-33C, No. 752, which was burned in the Binghamton Roundhouse fire, was spotted in the Union Pacific yard at Kansas City in January, heading west for rebuilding at Morrison-Knudsen Co. A photo sent in by Pat Mitchell, 913 Laramie, Atchison Kan., shows her burned to the sheet metal, but otherwise externally OK except for lack of glass and all handrails twisted.

KENNETH R. COMBS, 326 Prospect Ave., Avenel, N.J. 07001, found rebuilt Penn Central E-40 No. 4977 on a northbound freight at Colonia, N.J., late in 1974. Only four of the original ten such locomotives are running now, four having been cut up and two being inoperable. They started life in 1956 as New Haven EP-5's, Nos. 370-379, with

Brand-new Western Pacific U-23B No. 2264 on delivery date in June, 1972, rides on trade-in Electro Motive Division 4-axle trucks. Engine was ready for Feather River run.

X2200 South collection

During the miners' strike, Louisville & Nashville's Atkinson Yard at Madisonville, Ky., was a lonely place. Some power was kept on standby, just in case, as illustrated by U23B No. 2753 and GP38 No. 4080 in this deep night scene on November 10, 1974.

Jerry Mart, 2819 Lindsey Drive, Hopkinsville, Ky. 42240

4000 hp C-C double-enders built by General Electric, with cabs identical to that of F-M C-liners, strangely enough. PC has rebuilt and rewired the last four, without change in appearance, except that 4977 at least has lost one pantograph.

Ken sighted Penn Central RS-1 No. 9915 in Newark, N.J., on a work train. He says the mainline south to Philadelphia has a lot of Alco power in S-1, S-2, RS-11, and RSD-15 models. More and more diesels are running PC's freights under the catenary, most of the units being GP-35's and 38's, and U-25's and 28B's. The new 500-series MU's are in service; called "Jersey Arrows No. 2," Resembling RDC's with one Faively pantograph to a pair of cars, they are nicely done inside, have intercoms and color coordinated seats, and are very fast on acceleration. Ken says two Amtrak E-60P's have been delivered and are working out of Philadelphia, where they are giving a few track problems.

THE PROBLEM of trackside fires did not die with steam on the C&O in Michigan. According to a recent item in the Detroit News, Chessie will pay the City of Dearborn $1150 to compensate for extinguishing 21 brush fires last summer, which were blamed on sparks from C&O diesels. The dry spell lasted only two weeks, beginning June 30th.

DR. DONALD B. DEVOE of the Transportation Systems Center of Cambridge, Mass., is trying to eliminate the danger presented by fumes in locomotives cabs. His research thus far has been limited by the cost of the machinery necessary to detect and analyze emissions and fumes. Carriers who already have experimental or research cars have made these available to TSC for their use. The Locomotive Engineer, official weekly newsletter of the Brotherhood of Locomotive Engineers, asks its members to help pinpoint the worst trouble spots. Send info on locomotives with bad fume problems to Fumes, 1120 BLE Bldg, Cleveland, Ohio 44114.

IN A MODERN David vs. Goliath confrontation, little Providence & Worcester RR. took on the Penn Central in a dispute over track conditions. It seems that P&W and PC jointly own a set of four tracks between Southbridge Street and Union Station in

Photograph by Jerry Mart

One of the units which helped to start U23B trend on L&N, No. 2707 (ex-MONON 608) in L&N's Atkinson Yard at Madisonville, Jan. '75.

Worcester, Mass, but that PC operates and is supposed to maintain them. P&W officials have repeatedly asked that two of the tracks be upgraded so as to be safe for 15-mph operation.

The bankrupt giant maintains that the present six mph condition is "adequate." So, P&W's track gang simply took over the two tracks at 2:30 p.m. on January 15th and began working on them, telling PC people that they'd have to request permission to use tracks one and two from noon to midnight daily. The big road resents this. When the P&W operations manager, Orvill Harrold, began work, PC issued an order to "arrest them (the track gang) for trespass."

Then began a long argument over who should do the arresting, the PC police or the local force. All the while, Harrold was tightening bolts. He stopped a PC train to inform the engineer that tracks one and two were out of service, but let the train proceed at 4:30 p.m. The Penn Central decided not to arrest anyone. At 5:30 a P&W train to Gardner, crossed over the mile-long section without PC permission, even though it was stopped and challenged by the big road's police. As the hectic day ended, P&W's Orvill Harrold said he hoped PC would accept his terms. "At any event," he said, "we will be back tomorrow to continue trackwork."

Robert Newcomb of the Worcester Area Chamber of Commerce noted that when track deteriorates below the six mph level, the next step is forced closure by the Government. This would close the route through Gardner to the rest of the country and all but kill the P&W.

A FULL-COLOR brochure describing the performance of Shell's Caprinus (R) T oil in railroad locomotives may be had by writing to Manager-Commercial Sales, Advertising and Sales Promotion, Shell Oil Co., One Shell Plaza, Houston, Texas 77002. The brochure contains field inspection photos of a GE U-36 and EMD SD-45, along with data detailing potential oil savings and extended service life.

JOHN P. KILLORAN, 407 Circle Dr., Hurricane, W. Va. 25526 — known to many for his efforts with his state's Dept. of Parks and Tourism, the Cass Scenic RR., the Greenbrier Railroad, the Allegheny Valley RR., and the Preamble Express — says he visited the Morehead & Morgan Fork RR, on the strength of our revival report and found a "dead" property, no signs of life visible. The switch to the C&O connection in Morehead was spiked, although there were Chessie hoppers on the M&MF tracks. Doesn't look good. All I can say is that I have a photo of ex-D&S Baldwin RS-12 No. 1202 lettered M&MF and taken last December 26th. Did the line fold in January? Was the coal strike a factor?

THE B&O is taking delivery of a batch of new cabooses built by International Car of Kenton, Ohio. These are painted in the Chessie System style, have tiny but very bright markers, and bay windows. The window screens are unique in being mounted in V-shapped frames, sliding down and together when closing. I have seen numbers 3838-3843 on delivery in Cincinnati.

WITH THE EMERGENCE of General Electric as the nation's No. 2 locomotive builder, the term "U-boat" has taken on a new meaning. Of course, to those of us who remember World War II and even WWI, "U-boat" meant German submarines, the terror of the Atlantic. Therefore, the sinister-sounding abbreviation for the locomotive GE builds does not find favor at Erie. Despite official denouncement, however, the name sticks.

The symbol U, of course, once meant Universal. When GE was peddling units overseas in all gages and sizes, without a road-sized entry in the US market, it seemed a logical choice. Then came U-25B, the only successful competitor to the onslaught of EMD's GP-30, and we learned a new term. After U-25 came U-28, then U-30, U-33, and U-36, all increasingly more powerful; keeping pace with GP-35, GP-40, SD-45.

U.S. railroading, for the most part, became polarized around "Geeps" (any product of EMD on four axles), "Big Geeps" (those EMD products on six-axle trucks), and "U-boats." The GE units share a basic body style that is unique and has been developed over the years without much change. Most GE stock models from U-25 to U-36 are similar in appearance. Almost all have low noses, except for the first U-25B's and those engines bought by Southern and Norfolk & Western (N&W has recently joined the swing to low noses).

OUR FEATURED LOCOMOTIVE is U-23, both B and C styles. This loco is the result of the move to intermediate horsepower that started in 1966 with EMD's GP-38 and continues in part today. To meet this competition, GE put a 12-cylindered FDL-12 in a U-30 carbody, rated it at 2300 hp, and sold the loco as U-23. The first production models were U-23C's for the Lake Superior & Ishpeming, numbered 2300-2304. They looked in every way like a stock U-30C, riding on the Adirondack version of the GE six-axle truck. Up until the introduction of the U-23, all GE road units had the FDL-16 prime mover, a Cooper-Bessemer design bought by GE.

Mary Richards cleaning cab window of Boston & Maine diesel at Mechanicsville, N.Y.

The exception was the UD-18, a unique unit built for Mexico in 1956, which used the FDL-12. Ten of these pre-U-boats were built, all for NdeM. We see U-18B's now, on Seaboard Coast Line, which hark back to these units.

There are no external differences between U-23 and U-30. Both units have the normal-sized GE radiator area, with the low raised portion of the roofline. All U-23's have the later style grill layout: one large rectangular section with two small vertical sections ahead of it, and a third vertical louver ahead of and higher on the hood than the two small ones. Trucks are in three styles: GE's older, stock four-axle, GE's new "floating-bolster" four-axle, and EMD Blomberg four-axle. The C versions use both the old and new-style Adirondack six-axle truck. As all GE road units are turbocharged, a single crosswise stack is set ahead of the radiator area. Southern owns the only high-nosed U-23's, these are U-23B's.

The U-23C was first built in March, 1968, while U-23B came in August of that year. The B version, as is usual, is the best seller. Both models are still offered, although only B versions have been ordered recently.

The roster looks like this U-23B: ATSF 6300-48, C&O 2300-29, D&H 2301-16, L&N 2700-2834 (L&N's U-23B's still coming as this is written in late Feb. 75, I have seen 2808), Monon 601-608 (became L&N 2700-2707) MILW 4800-4804 (renumbered 5000-5004 (2nd), MP 668-674, 2257-2267(?) (MP order still coming), MKT 350-352, PC 2700-2776, SR 3900-3934, WP 2251-2265, and Lehigh Valley 501-512, which are actually owned by the new USRA. NdeM (Mexico) ordered U-23B's; I cannot confirm delivery.

U-23C's: ATSF 7500-7519, BN 5200-5208, CB&Q (C&S) 460-468, LS&I 2300-2304, and PC 6700-6718. Jersey Central had a tentative order for U-23C's to be delivered in late 1974, but nothing has been confirmed.

A northbound freight with Louisville & Nashville U23B No. 2762 in lead eases through fog and light rain, early on morning of Jan. 19, '75, just north of Madisonville.

Photograph by Jerry Mart

Here in Cincinnati, we see U-23B's on PC, C&O and L&N. I have observed one unit on Southern in three years. D&H U-23B 2312 was the first Preamble Express power. PC 2776 would be a "Bi-Centennial" natural.

THOMAS A. SAXTON, 5530 Wheeler St., Philadelphia, Pa. 19143, a B&O operator, reports seeing many Reading units on B&O trains in February. Units used mainly are the new GP-39-2's. Jersey Central units are seen in Philadelphia.

FINALLY, Jon Franz, 202B Merriman Hall, UMPI, Presque Isle, Maine 04769, is correct in saying that Bangor & Aroostook's 1776 is a GP-7, not a GP-9 as printed in our March issue. It is named Jeremiah O'Brien, after the Captain of the "Unity," which captured the British warship "Margaretta" on June 12, 1775, the American Navy's first victory.

Jon says the Aroostock Valley now has all three GE 44-tonners back in service, after No. 12 got new traction motors last fall. As for Bangor & Aroostook, all EMD BL-2's (51-57) are still operating and still painted blue. GP-38's 81-88 are red, gray, and black. So are F-3A's 42 and 49.

SEND diesel news to me 821 Clearfield Lane, Cincinnati, Ohio 45240

Penn Central U-23C No. 6712, new at Erie, Pa., plant in October, 1970. One of the features are new Adirondack trucks on the loco.

G. Euboyt photograph, X2200 South collection

Missouri-Kansas-Texas Railroad

Locomotive Roster Complied by Sy Reich

Present Numbers	Original Numbers	HP	Builder	Builder's Model	Wheel Arngt	Tractive Effort	Weight	Date	Notes
1-6	1-6	1200	GM-EMD	SW1200	B-B	61,100	244,000	1957	1
7-11	1026-1030	1000	GM-EMD	NW2	B-B	61,800	247,000	1947	7
12-21	1226-1235	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	1, 7
22-27	1000-1005	1000	BW	DS 4-4-1000	B-B	60,700	243,000	1946	7
28-32	1006-1010	1000	BW	DS 4-4-1000	B-B	59,900	239,000	1947	7
33-42	1201-1210	1200	BLHW	S-12	B-B	58,800	235,000	1951	1,2,3,11
43-47	1211-1215	1200	BLHW	S-12	B-B	60,400	241,000	1952	1,7,11
50-51	———	1500	GM-EMD	SW1500	B-B	63,100	252,000	1967	
52-55	———	1500	GM-EMD	SW1500	B-B	63,100	252,000	1968	
51A,C	101A,C	2000	GM-EMD	E7A	A1A-A1A	54,300	326,000	1947	4
52A,C-53A,C	106A,C-107A,C	2250	GM-EMD	E8A	A1A-A1A	55,900	335,000	1950	5
54A,C-55A,C, 56A	131-135	2250	GM-EMD	E8A	A1A-A1A	55,800	335,000	1951	5
57A,C-58A,C	151A,C-152A,C	2000	Alco-GE	PA-2	A1A-A1A	53,400	316,000	1949	4
59A,C	153A,C	2250	Alco-GE	PA-3	A1A-A1A	53,300	319,000	1950	3,8
60A,C	154A,C	2250	Alco-GE	PA-3	A1A-A1A	52,700	313,000	1950	3
61A,C-63A,C	155A,C-157A,C	2250	Alco-GE	PA-3	A1A-A1A	53,300	319,000	1951	3
64A,C-69A,C, 70A	201A,C-207A,C	1500	GM-EMD	F3A	B-B	58,900	236,000	1947	2,10
64B,D,E,F,G, H, 65B	201B-207B	1500	GM-EMD	F3B	B-B	57,300	229,000	1947	1,7,10
65D,E,F,G	208B-211B	1500	GM-EMD	F7B	B-B	56,500	228,000	1949	1
65H,70C	228A,C	1500	GM-EMD	F7A	B-B	59,400	237,000	1949	9,10
71A,C-74A,C	208A,C-211A,C	1500	GM-EMD	F7A	B-B	58,600	234,000	1949	10
75A,C-77A,C	226A,C-227A,C, 229A,C	1500	GM-EMD	F7A	B-B	58,400	236,000	1949	10
75B,D,E,F	226B-229B	1750	GM-EMD	F9B	B-B	57,300	229,000	1955	2
78A,C-81A,C	121A,C-124A,C	1500	GM-EMD	FP7A	B-B	59,700	239,000	1952	10
78B,D,E,F	121B-124B	1500	GM-EMD	F7B	B-B	57,500	230,000	1952	1,10
82A,C-83A,C	326A,C-327A,C	1500	Alco-GE	FA-1	B-B	60,800	244,000	1948	1,3
84A,C-90A,C except 87A	328A,C-334A,C	1500	Alco-GE	FA-1	B-B	60,000	240,000	1949	1,2,4,7
87A	331AR	1500	Alco-GE	FA-1	B-B	59,590	249,580	1950	1,7
91-99	1501-1509	1500	GM-EMD	GP7	B-B	60,400	242,000	1950	
100-109	1510-1519	1500	GM-EMD	GP7	B-B	60,400	241,000	1951	
110-117	1520-1527	1500	GM-EMD	GP7	B-B	60,300	241,000	1951	
118-119	1528-1529	1500	GM-EMD	GP7	B-B	60,500	242,000	1952	
120-123	1761-1764	1500	GM-EMD	GP7	B-B	60,300	241,000	1952	
124	1787	1600	BLHW	AS-16	B-B	65,244	260,976	1953	7,10
125	1788	1600	BLHW	AS-16	B-B	67,230	268,930	1953	10
126-133	1571-1578	1600	BLHW	AS-16	B-B	62,800	251,000	1950	2,7,10
134-139	1579-1584	1600	BLHW	AS-16	B-B	65,100	260,000	1951	7,10
140	1585	1600	BLHW	AS-16	B-B	65,500	262,000	1953	7,10
141	1586	1600	BLHW	AS-16	B-B	65,400	262,000	1953	7,10
142-143	1701-1702	1600	Alco-GE	RS-3	B-B	63,900	256,000	1951	7
144-145	1551-1552	1600	Alco-GE	RS-3	B-B	61,800	247,000	1950	1,3
146-151	1553-1558	1600	Alco-GE	RS-3	B-B	63,900	255,000	1950	3,7
152-156	1559-1563	1600	Alco-GE	RS-3	B-B	63,700	255,000	1951	1,7
157	1591	1600	FM	H16-44	B-B	61,100	244,000	1950	1,7
158-161	1731-1734	1600	FM	H16-44	B-B	62,700	251,000	1951	1,3
170-181	———	3000	GM-EMD	GP40	B-B	65,800	263,000	1966	
182-193	———	3000	GM-EMD	GP40	B-B	65,200	261,000	1967	
194-210	———	3000	GM-EMD	GP40	B-B	65,200	261,000	1968	
211-230	———	3000	GM-EMD	GP40	B-B	?	?	1969	
300-309	———	2000	GM-EMD	GP38	B-B	65,600	262,500	1969	
310-313	———	2000	GM-EMD	GP38-2	B-B	65,600	262,500	1971	
314-317	———	2000	GM-EMD	GP38-2	B-B	65,600	262,500	1974	
350-352	———	2250	GE	U23B	B-B	65,600	262,500	1973	
———	1651	600	GE	70-ton	B-B	34,900	140,000	1949	6
———	1652-1654	600	GE	70-ton	B-B	35,200	141,000	1950	6
211-230	———	3000	GM-EMD	GP40	B-B	?	?	1969	

Katy EMD E-7 No. 101. heads for San Antonio, Texas, roundhouse after Texas Special trip.

Photograph by B. P. Budd, Austin, Texas

Effective date: Aug. 16, 1974 Sources of information: MKT, Phillips Petroleum, Continental Steel, SCL, Commercial Metals, Precision Engineering.

Units on present roster: 1-3, 5-12, 14-32, 34, 43-44, 50-55, 67C, 70A, 71C-72C, 73A-74A, 75E,F, 77A, 78C, 80A,C-81A,C, 91-123, 142-143, 146, 152-154, 170-230, 300-317, and 350-352.

(1) The following units were traded to GM-EMD for new power and were scrapped: 4, 13, 33, 35, 37, 39, 46, 64D,E,F,G,H, 65D,E,-F,G,H, 78B, 82A-83A, 83C, 85A,C, 86C, 87A-88A, 88C, 89A,C, 90A,C, 144, 155-157, and 159-160.

(2) Scrapped: 36, 38, 75B,D, 84C, 130, 207C, and 331A.

(3) Sold to Hyman-Michael Company: 42, 59A,C-63A,C, 82C, 145, 147-151, 158, and 161.

(4) Sold to Commercial Metals Co. and Scrapped: 51A,C, 57A,-C-58A,C, 84A, 86A, 87C.

(5) 52A,C-55A,C, and 56A were sold to Precision Engineering, renumbered 52A,C-55A,C, and 56A. PE 52A, C-54A,C, 55C, and 56A were sold to Atlantic Coast Line, renumbered 549-556; then inherited by Seaboard Coast Line, renumbered 580-587; then sold to National Railroad Passenger Corp., renumbered 238-245. Presumably PE 55A was scrapped.

(6) 1651-1654 were sold to Waldo Bugbee, then to Pan American Engineering. PAE 1651 was then sold to Continental Steel Co., renumbered 108 (10/59). PAE 1652 was sold to the Fort Dodge, Des Moines & Southern and used for parts (2/62). PAE 1653 was sold to Phillips Petroleum (1963), not numbered; then sold to Andrew Merrilees Ltd. PAE 1654 was sold to the FDDM&S, renumbered 409 (2/62); then sold to Andrew Merrilees Ltd.

(7) 7-11 were rebuilt to 1200 hp (1959-61). 15 was re-manufactured to an SW1200 (6/61). 21 was rebuilt (4/61). 22-23 were repowered by GM-EMD (1959-60). 34 was repowered by GM-EMD to 1200 hp (12/59). 43-44 were rebuilt by GM-EMD to SW1200 in 1962. 52A,C were rebuilt by GM-EMD to E9A mod. 64A,E,D were re-manufactured (1957-8). 82C, 83A, 85A,C were re-manufactured (1956). 82A,C, 83A,C, 84C, 87A, 86C, and 88A,C-90A,C were repowered by GM-EMD (1957-59). 124, 126-143, 146 and 152-154 were repowered by GM-EMD (1958-60). 157-161 were remanufactured (1959-60). 83A,C was repowered by Alco Pr. 181, rebuilt (10/67).

(8) 59A,C were originally Alco-GE demonstrators 9077-9078, then MKT 59A,C.

(9) 65H was converted to a booster unit (12/15/58).

(10) The following units were sold to Precision Engineering: 64A,C-66A,C, 67A, 68A,C,-69A,C, 70C, 64B, 65B, 71A, 72A, 73C-74C, 75A,C-76A,C, 77C, 78A, 79A,C, 78D,E,F, and 124-141.

These PE units were sold to the Chicago & North Western Transportation Co., renumbered as follows: 64A to 252, 64C to 249, 65A to 233 (2nd), 65C to 259, 66A to 250, 67A to 248, 68C to 232 (2nd), 69A to 256, 70C to 255, 64B to 329, 72A to 245, 73C to 230 (2nd), 74C to 253, 75A to 237, 76A to 251, 76C to 257, 77C to 247, 78A to 231 (2nd), 79A to 246, 79C to 258, 124 to 1491, 126 to 1485, 127 to 1486, 128 to 1487, 129 to 1488, 131 to 1489, 132 to 1490, 134 to 1492, 135 to 1493, 136 to 1494, 138 to 1494, 139 to 1495, 140 to 1496, and 141 to 1497.

MKT 3-unit diesel leaves Denison, Texas, with a mile-long freight on January 1, 1948. Steam was being cast aside rapidly as line had 44 units on order.

Herman Page's earliest model railroad in 1948 while attending Harvard University.

Interesting Railfans No. 149

FATHER HERMAN PAGE

by FREEMAN HUBBARD

Fr. Herman Page.

WHEN Arthur T. Knowles was assistant editor of Railroad, he made a hobby of contacting clergymen of various faiths who read this magazine. Retired now, but still active as a railfan, he'll probably enjoy this account of Fr. Herman Page, an Episcopal priest whose father and grandfather were bishops.

"For me, as with many other people," our subject states, "the various phases of railroading are therapy and relaxation from demanding situations."

Born in Boston, Mass., on March 30, 1927, Herman got off to an early start in railfanning by uncoupling and recoupling airhoses and climbing freight cars at about age nine on a Pennsy branch at Dayton, Ohio, where his father, The Rt. Rev. Herman R. Page, was then an Episcopal rector and where, for several years, Railroad Magazine was printed. In 1941 the head of the household went into Army service and moved his little family to Fort Knox, Ky., a block from the Illinois Central mainline. There young Herman was thrilled by looking at trains, but he never saw the nation's gold supply that is stockpiled at Fort Knox.

He recalls: "A steady flow of wartime military specials — all steam-powered, of course — burnished the steel those days. Tourist sleepers and flatcars loaded with tanks, and as the war went on, also heavyweight air-conditioned sleepers. Each morning an IC 2-8-2 — No. 1616, I think — came in from Louisville to switch the Army post. Seeing and/or hearing all those rolling wheels, locomotive exhausts, bells, smoke plumes, and shrill whistles, besides riding trains between Dayton and Louisville, really got me hooked on the rail hobby. On one occasion, quite unintentionally, I rode the first run of the Pennsy's Jeffersonian,"

Later, his father was transferred to Fort Benjamin Harrison in Indiana and then to Boston, both being key points of railroad operation. In 1942 the rector became a bishop and they lived for years in the mining country of Michigan's Upper Peninsula, which opened up exciting new vistas for watching and riding trains on the Milwaukee Road, the CN&W, the Soo Line, etc.

Herman's first fantrip ride, with a friend, was over the Big Bay branch of the Lake Superior & Ishpeming in a wooden combine behind steam. Around that time he began reading Railroad Magazine and photographing rail scenes. Meanwhile, he had gone in for 00-gage modeling with Lionel and other tinplate. His first published contribution to any magazine was a drawing he had made of the New Haven (actually Old Colony) track layout at Woods Hole, Mass., in the Model Railroader. Since then he has had articles published in High Iron, issued by Santa Fe modelers, and photos in the NMRA Bulletin and Slim Gauge News. In 1945-'6 he underwent a stint in the Army. Six years later, after completing college and seminary courses and being ordained to the ministry, he married the gentle and beautiful Mary Waldo, whom he had met on a blind date when she was a Radcliffe College student.

"While I was courting her," Herman says, "she helped me by working on the railroad models I built in my seminary room, but that was the sole extent of her rail interest. Mary believes, as I do, that a priest's wife should stay in the background of church activities. She is an amateur geologist, collecting, cutting, and polishing specimens of rock, and she teaches 4-H youngsters to cook, sew, and knit."

According to the Rt. Rev. William Davidson, Bishop of Western Kansas, "She is a rock hound,' and between his trains and her rocks and equipment they fill up the rectory basement. They also have interesting vacations which lead them to rocks and trains, and their mutual interest, skiing."

LATE one Saturday evening, Herman's bishop phoned the rectory to confer on a matter that had just come up. When Mary answered, he apologized for having called too late on a night when he should have known that Her-

Bishop Davidson (center) standing next to Fr. Page (right) at dedication of St. Andrew's Episcopal Church parish house at Liberal.

NdeM 254 ready to leave San Lazaro Yard, Mexico City, on local freight run in Jan. '61.

Photograph by Fr. Herman Page

man would be in bed getting rest for a heavy Sunday schedule.

"Oh," said the wife, "he isn't here. He and three other men drove to Garden City (65 miles distant) to a train meeting and they won't be home till after midnight."

The couple has three daughters: Elizabeth, Lois, and Susan. During the first eleven years of their married life the husband had parishes in Upper Michigan. There he did some modeling, but now says he could kick himself for not having photographed more branch-line steam while it was still available. He did take several fantrips, one on a rainy day in 1959 behind a big Yellowstone of the Duluth, Missabe & Iron Range. Another was an Illini Railroad Club's "Journey to Yesterday" to Colorado.

"I had enough film for the latter trip; but my camera went dead on the first day and I had to buy another one in Denver in order to shoot steam on the D&RGW narrowgage. This meant tightening my belt and eating a little less food on the rest of the excursion. On some picture-taking trips I traveled alone. Once I took three Michigan Tech students to photograph the Duluth & Northeastern in steam before it gave up. We camped out. All four of us slept in the station wagon or on the ground. Awaking in the morning, covered with heavy frost, we were warmed up by eating a hearty breakfast and seeing D&NE steam."

For the past seven years Father Page has been the rector of St. Andrew's Episcopal Church, P.O. drawer E, Liberal, Kan. 67901. He enjoys the Santa Fe and the Rock Island in that area, besides the ability to visit Colorado easily by driving his Volkswagen over old narrow-gage grades. On one such grade he drove from Georgetown to Waldorf over the former Argentine Central right-of-way, only to be stopped by a huge snowbank, in June!

"I usually avoid taking pictures that show many people." he tells us, "except on fantrips where they are part of the action. The photos of mine that I like best depict now-extinct passenger trains. For example, about 100 shots of the old Copper Country Limited routed over the Milwaukee Road and the Duluth South Shore & Atlantic."

Father Page likes to help fellow hobbyists. He has never lived in a locality which has large organized clubs. While in Houghton, Mich., he worked with college students and ran a model railroading project for 4-H boys. At Liberal, he assisted in organizing an informal group, Southwestern Kansas Railfans, among which are a large number of modelers, and he put out a newsletter for them. Currently he is distributing a small newsletter devoted to the abandoned Quincy & Torch Lake, a three-foot-gage line in Michigan. He never sells photos, but often swaps them, and has an extensive library which many people use.

In 1964 he became a resource staff man for his national church organization and traveled, often by rail, for thousands of miles around the country in what he describes as "the last gasp of decent passenger service." Among the Episcopal clergy he has several railroad-oriented friends throughout the U.S. One of them helped him to find Canadian logging roads on Vancouver Island. Another took him to chase the Graham County's Shays and the 2-8-0's on the East Tennessee and Western North Carolina and even on a visit to the Mobile & Gulf old 96 in Alabama. His slide collection kept growing. It now numbers about 5,000, plus movies of steam in action. He prefers steam, but has photographed many diesel passenger trains.

His railroadiana also includes bound volumes of Railroad Magazine, Trains, and Model Railroader. Also dining-car silver-

Wife Mary (second from right) with daughters Susan, Lois, and Elizabeth all prettily attired last spring for very great occasion marking Lois' graduation from the local high school.

ware, spikes, pictures, and some things given by friends. He donated a good collection of Copper County items to the local museum when he moved away from that area, since he did not wish to deprive the locality of part of its heritage. Included were semaphores, signal lamps, station signs, etc,; and when he leaves Liberal he intends to do the same with other items, rather than take them away. If any other collector has done likewise, it has not yet been brought to our attention. The usual procedure is to grab and keep as much railroadiana as you can — even if, as in some cases, you stole it in the first place.

Little Birney, sandwiched between larger cars, in main plaza Veracruz, Mexico, in 1961.
Photograph by Fr. Herman Page

HERMAN'S mother died when he was three years old, which meant that for many years his father had entire charge of him.

"In my missionary days in the State of Washington" the father writes, "I had a pass on the Great Northern good for all types of trains. This, at a time when roads were difficult and not open in winter between border towns, enabled me to ride in cabooses to certain towns where I had missions. The crew could make their usual setouts and pickups, and when they were ready to go, would blow the whistle for me. At night I would ride a passenger train back home. Such experience gave me a greater understanding of train operation than non-railroaders usually get.

"When we lived in Dayton I would take Herman to trackside to see new types of trains. At age five he rode a train alone to Detroit to visit his grandparents. I even took him to the depot and made him buy his own ticket. The crew treated him royally, even let him sit in the engine cab for a minute. From that point on, the boy was a confirmed railfan. In the fourth grade, he began making his own model railroad equipment. Before my return from the Army in 1942 we had completed the layout of a mountain division.

"While we were living at Fort Knox his interest in model railroading kindled the enthusiasm of some homesick soldiers who came to our house for dinner. With Herman, railroading is not just a fad but rather a deep inner experience which meets a real need. In some places where he has lived, school authorities have phoned him to ask if they could send their classes over to see his model railroad system in operation."

Herman is of medium height, big-boned but not fat, has curly dark hair a bit longer than it used to be, and a generous-sized mouth, and wears light-rimmed glasses. As a "morning person," he is able to organize his day and make good use of his time. He likes to ski and ride a bike and prefers sports clothes and blue jeans to his black clerical suit. Our hero never smokes, he drinks in moderation, and can eat "almost anything." He tends to be impatient, eats and walks quickly, wants things done "yesterday." Has very little time for TV, other than newscasts and occasional ball games.

"I thoroughly enjoy the outdoors, especially mountains," he says. "I need space around me. Would not want to live in a large city nor in the crowded East."

Besides his hobby, Father Page finds joy in his family, in his church work, and as a mental health counselor. His goal as counselor is not to "direct" people, preach to them, or try to "straighten them out," but to help them to face problems as the first step toward realizing their own potential. Someone described the work of clergy as "comforting the afflicted and afflicting the comfortable," which our Interesting Railfan says is "not bad," but he prefers the phrase "challenging the comfortable" — which is what Socrates did in ancient Athens.

"Sometimes I get in trouble for not concentrating more on church tradition," Herman admits. "That is because I like change and variety, dislike monotony, and find some Episcopal tradition just plain dull. For years I worked professionally on our church project to revise the Book of Common Prayer."

He recalls being involved in "a fantastic party" in a bedroom on the Broadway Limited enroute from New York to Chicago. Also a "last trip" on the Gay branch of the Copper Range Railroad, when the company put together an unlikely consist of a Baldwin switcher, a boxcar, an open gondola, and a caboose, with all the beer anyone could drink. It rained all day long, so the gon was not very useful, but the beer flowed. One picture of a run-by showed a fellow passenger making a necessary trip to the bushes as the engine clanked by.

"Down in Mexico in steam days," he recalls, "I rode the cab in both directions between San Lazaro and Ozumba. The Mexican engineer apparently didn't know what to make of the nuts who climbed up on boxcars to get better pictures. On the way back to Mexico City I rode in a 'segunda' class coach with wooden benches and, by invitation, joined a Mexican wedding party that was guzzling wine and beer. Later I rode a diesel upgrade on the Chihuahua el Pacifico upgrade through the Sierra Madres." ●

PRIVATE CAR

by John E. Kelly

PROMOTION is slow on any railroad, and on our branch line it was like waiting for dead men's shoes. I had nearly given up hope of ever earning enough to buy the six rooms with bath on Redbud Heights that Marie had set her heart on, when Division Superintendent Michaels buzzed me. I walked around the sooty glass partition that walled off his cubbyhole from the dispatcher's office.

The Old Man was sitting hunched over his desk, with his hat cocked above one ear as always, holding out a piece of yellow paper. I took the half sheet of flimsy which our general offices used for memorandums and the message was so unexpected that for a minute I didn't get it.

"Effective October first, Philip Tead is appointed assistant superintendent Lumberton Division. H. A. Banks, General Superintendent."

I was clearing the door with my throttle wide open and sand under the drivers, to phone Marie, when the Old Man called me back, grinning at my hurry.

"Let your wife have the whole story," he said. "There's more to it."

My heart did a nose dive. If Banks was moving me to Hibernia or Fernandina — whistle stops with nothing but a lumber mill and a few peckerwoods around the depot — I'd have trouble with Marie who doted on Lumberton, rain and all, and had just been elected president of the Thursday Whist Club.

Michaels fumbled the papers on his desk with the thick fingers that had brought him up the hard way from the maintenance-of-way gang. He found another yellow sheet and cleared his throat.

"Before taking up your new job here, you're to report at the general offices for a short period of indoctrination."

At Uriah, indoctrination meant trouble-shooter for Banks, and when that curmudgeon, General Hiram Smith, picked our territory for his annual hunting trip, the general superintendent would unload him on me.

The Uriah North & South is a poor relation of the system, remembered when useful but forgotten when, as usual, it needs help. It doesn't bear its parent's name, but runs by itself, like a wood colt. Our locomotives are museum pieces, our best rails hand-me-downs junked from the system main line. For all that, or because of it, we're proud of the UN&S. Any hogger off the Santa Fe or any diesel mechanic from back East needs only open his yap about the "backwoods dinky" to get his skull flattened with a signal lantern — the heavy old-fashioned brass kind we're still using. Perhaps that's why I got my back down-the-country on Bill Hodgerson.

WE RUN 300 miles along the coast from Metropolis, where the system doesn't touch us with a ten-foot pole but sends exchange cars across the bay on lighters to Lumberton. Halfway up the line, at Uriah, the UN&S has a spur, running due east into the mountains for twenty-odd miles. No railroader ever built it, for it seems to go straight up in places, hanging over the gorge of Grasswater Creek, to gain altitude.

Tom Prescott, who promoted our line, took it in with a lot of other timber roads that he linked together to form our mileage. The spur stuck out like a sore thumb and ran nowhere. One look at our ailing balance sheet would explain why no asset, however phony, was ever written off. And there was a fine stand of spruce beyond the head of the rail that might be cut some day, and then we'd get the business. To hold the franchise we ran a "Casey Jones" — a gas-powered coach hauling a package car — up to Ryerson every morning, doubling back right away.

Beyond Ryerson the steel rose another two miles to an abandoned mill site on a flat saddle of the Range, ending in a double-end siding and a wye for turning locomotives. We hardly ever used it and the rails were thick with rust. The Forest Service had pulled down the old shack and polished the grounds. It was a right nice place, high and cool, with the scent of the pines tingling in your nostrils and a view out to sea, when there was no fog. Folks used to go there for picnics.

The president of the system himself had written a letter, which Banks let me read. He said that a chum of Hiram Smith had hunted in our territory the year before and nothing would do but the General must bag bigger game. To make it clear that the tenderfoot was a higher number and not to be fobbed off on a baggage smasher as chaperon, the letter hinted out loud that Smith was worth fifty millions and his brother-in-law sat on the system's board. Between the lines, we made out that our visitor was as touchy as a teased snake and considered that anyone west of Philadelphia was quaint and born with two strikes on him. The president hoped the General would have a good time. He didn't say anything about us.

"That's your baby now," said Banks and I began to understand that trouble-shooting was more

than putting wrecks back on the rails.

"What'll we do?" I asked.

"I'd say send him up the head rail beyond Ryerson," Banks replied. "Everything in fur and feathers this country's got is up there, and the Forest Service will find him a guide. The Casey Jones can make a special afternoon run to haul Smith and his gear, and he'll be off our hands."

"Neat but not gaudy," I applauded, feeling the problem was solved. I'd never make a fortune teller.

NEXT MORNING I rang the Forest Service at Ryerson and told Mel Harker, the acting ranger, the truth but not the whole truth about our guest. Mel said he'd be tickled to guide such a celebrity himself and find him the biggest bucks and bears on the range. With that ticked off, I sauntered over to the depot to join Banks as reception committee.

Smith got in at noon on Number 2, our daily passenger northbound from Metropolis. He wasn't in the parlor car, nor in the Pullman we sometimes used. Hitched on the rear and giving the fireman a backache with the extra coal needed to haul her, was the private car of the system's president.

Everybody from general office stiffs to wipers in the roundhouse crowded around staring. This 1001 was the biggest thing on six-wheel trucks ever to roll on our rails. It was longer and heavier than a Pullman and was loaded with nickel and brass and was shiny with new paint.

Inside — though we didn't know it then — were full-size beds, bath and kitchen, and even a piano to drown the clicking of the rail-joints when the Big Boss wanted to get his mind off business. The outfit gave us a new idea of the importance of General Smith.

After Mart Camerson, in the cab, had shut off and eased on the air, rolling to a stop that wouldn't break a robin's egg, Banks swallowed hard and headed for the rear platform, with me trailing him.

The rear glass door was locked and a snooty porter took his time about opening it. His nose tipped several degrees above normal as he looked us over.

"Ah'll see if Gin'ral Smith will see you," he said in doubtful tones, and shut the door in our faces. In about five minutes, after Number 2's rear brakeman had uncoupled the system's plush wagon and Camerson had tooted his take-off for Lumberton, the porter came back with a tall thin man. I didn't know what I'd expect Hiram Smith to be, but not this. His indoor tan had drained a hundred cases of Scotch. A hifalutin tailor had done his best with the blue serge, but on that rack of bones the fit was no better than my twenty-three dollar business-man's pepper and salt that Marie insisted I wear since I was in the general offices.

The thin man blocked the door. "Well," he snapped, "what is it?"

Banks put out his hand. "General Smith? I'm Banks, general superintendent of the Uriah North & South, come to wish you good hunting. This is our Mr. Tead, who'll make it his business to see that you enjoy your stay."

The General didn't see Banks' hand but he picked up the last word. "How long must we stay in this hole?" he barked.

That didn't set well. Uriah's a right nice town, a mite hot and dusty after Lumberton perhaps, but pretty, with flowers everywhere. Banks flushed and eased himself down the steps, leaving a job for me to do. I said, politely, what our plans were, but Hiram Smith didn't give me time to finish. He vetoed them.

HE WOULD hunt on the range, but the private car went with him, no Casey Jones or camping out for General Smith. I had my doubts we could haul that weight up the mountain. Timber roads are built to carry their loads downgrade. And even if we could make the grade, what with? Mainline divisions have spare steamers in every roundhouse, but ours got no time off. They ran until we had to tow them into the shops, fires dumped and crippled.

"I doubt if we can spare a locomotive, sir," I said, biting my tongue.

He answered icily: "I am accustomed to having my wishes carried out without questions or delay. We" — he built a fence around the word with P. Tead outside — "will lunch aboard. If you are not prepared to move this car to the hunting grounds in an hour's time. I shall telephone Metropolis for a system engine."

I got a bowl of chili at the local beanery while figuring what to do. Then I went over to the general offices and dumped the problem in Banks' lap. The superintendent was conferring with our president and called me in.

"How'd you make out with General Smith?" Banks asked.

I shrugged my shoulders.

A howl from the General right then could spell plenty grief for the UN&S. We were in a tight spot. Our revenues were off and that week our president must hit the system for a cash advance. But Banks couldn't pull locomotives out of the grapevines. The milk-and-mixed train had limped in that morning with a tire sprung on one of old 95's drivers, and had taken our last reserve engine. The only thing on rails in Uriah was 168, the Six-wheeler yard goat. With the Top's worried face before my eyes, I went down to the yards to interview the hogger, crochety Bill Hodgerson.

Bill was in rare good humor and heard me through without complaint.

"Maybe we can't get her up the mountain, but we'll sure slow her down if she slides back," he grinned "Now get me a fireman."

"What's happened to Bige Melody," I asked in surprise.

"He got a system pass for him an' his old lady to leave on Number One today to visit her folks in Salt Lake."

In the roundhouse I found Dick Durndell, who had thrown up his indoor job as waybill clerk to start out on the road as a wiper.

"You want to run extra this afternoon, Dick?" I asked the tall lad with the steady brown eyes. "We're only going up the mountain."

"Anywhere!" Snatching up his jumper and dinner pail, he beat me to the switch engine by a hundred yards.

With her sand boxes filled and an extra sack in the tender, little 168 backed down on the private car just as General Smith's hour was running out. Sure enough, he was coming down the steps heading for the depot telephone booth.

I was still redheaded and nudged Bill Hodgerson.

"Don't couple her on too easily." I told him.

BILL was an expert at that. He banged into 1001 just hard enough to shake the private car considerably but without smashing the coupler. The General gave us his best glare, stomped up the steps and through the door. Until we got up the mountain, as far as life in the car was concerned, we might have been hauling scrap-iron.

I doubt if iron would have been heavier. The little yard goat coughed and puffed.

She had to rest two or three times, on the steepest grades. The private car's weight dragged her tail down. Bill had to baby her to keep her forward drivers gripping the rails. The last pound of sand was gone when 168 finally drew up at the small shingled station in Ryerson.

Mel Harker was waiting. I pounded on the glass door until the porter opened up and brought Smith. I introduced the Ranger and left them to talk hunting while I faded back to the engine.

From Ryerson on, the grade was easier and we made fair time to the summit. I uncoupled 1001 on the flat under the shade of a Douglas fir, while Hodgerson ran out on the wye, turning his engine, and came back on the passing track, bound for town. I had a foot on the cab's step when Smith came out of his car, r'aring. Everything was wrong. First, he had no view. He insisted on being moved to the head of the slope where the view was grand, sure enough, but only the brakes held the car from a dive down Grasswater canyon.

Bill growled, but made the change. Then Smith pulled another one. The yard engine would have to stay, in case the hunting was a flop or in case the General chose to leave in a hurry. I quoted rules, but couldn't budge the private car. At length I left it up to the crew.

Durndell was agreeable; at nineteen anything is a lark, but Hodgerson raised hell. Then I remembered how badly we needed the system's cash and I got the engineer off to one side, reminding him of the overtime and promising him anything within reason if he'd at least stay overnight, until I could see Banks. Just when I finally got Bill a mite calmed, General Smith came up with his masterpiece.

The 168 must keep her fire up, for the private car's steam and hot water; but the General couldn't be annoyed by her uncouth panting in his presence. He pointed out a place about 200 feet back on the siding where he'd permit her to stand. I thought Bill would brain Smith with an oil can, but I held Hodgerson to his promise, walked down to Ryerson in the late afternoon and borrowed the trackwalker's putt-putt to ride to Uriah.

IN TOWN, the general offices were closed and the night dispatcher was alone in his cubbyhole in the depot. The Top had gone to beg for our loan and Banks was eating with some friends. It was only a few blocks away, so I got him out on the porch. The general superintendent wasn't one to take his business worries home. With a good dinner under his belt, Smith's antics looked pretty funny to him.

"He doesn't need an engine to get back to town," Banks chortled. "With the brakes off, that car would roll right into our yards and hitch itself on.

It was a long time since I'd had that chili, so I wasn't amused.

"Shall I tell him to try it?" I growled, forgetting Banks was my boss. "How long would 1001 hold the rails?"

The super's mood sobered. "Don't worry," he replied. "Smith won't risk his neck. As to the engine, we'll have to pacify him. Let him keep her until we get the system's money. Then—"

Banks seized a phantom Smith by the scruff of his neck and his pants seat and tossed him off the porch.

In the morning I took Casey Jones right up to the head of rail with pipe for Smith's steam connection and coal and sand for 168. The General had gone hunting. For the first time I saw he hadn't been alone in the car. His wife and child were sitting on a log in the sunshine and came over to watch us rig the steam line. The boy, Ronnie, was about twelve, with a bright discontented face as though he'd always had too much of everything. Mrs. Smith was tall, dark-haired, and nice-looking. I didn't envy her.

Putting our cards face up on the table to Hodgerson, I showed him just where the UN&S would be if Smith were to kick up a fuss. Bill thought it over.

"Okay!" he said at last. "I'll stick. But if that horse-faced galoot sounds off once more, hell and high water won't hold me!"

After reporting to Banks that it looked as if our troubles were over, I went up the line to settle a cattle claim. The next day I came back on No. 1 just as the air whistle of Casey Jones was groaning for the upper yards. Ten minutes later Bill Hodgerson stamped into the office with his fists clenched and his long jaw set hard. The super read the storm signals.

"What in hell is with you and General Smith?" he asked.

"Gin'ral?" snorted the engineer. "If that guy is a Gin'ral, it musta been a one-man army!"

Banks sighed. "Go on," he commanded. "I'm listening."

HODGERSON threw his gloves down on the desk. "Last evenin'," he began, glaring at the memory, "old Smith come in from huntin' with five or six rabbits. He took 'em over to his car, but the cook's makin' a cake for the Missus and paid him no mind. Then the old son of a bitch comes traipsin' over to the cab and throws 'em on the floor. 'Clean these, my good man,' Smith says in that skiddin' voice of his." Bill mimicked the General savagely.

"Yes," said Banks, "and then?"

"An' then I hung them rabbits 'round the old fool's neck an' come away."

The super didn't smile. "Where's 168 and Durndell?" he demanded.

The hogger cocked his thumb toward the mountain. "The last I hear, old Smith was tryin' to lallygag the kid into skinnin' his rabbits."

Banks turned to me with his friendly face old and hard-looking.

"We can take just so much," he said quietly, but with tension in

his voice. "You've a clear track and the green light, Tead. I'll back up whatever you do."

The toolhouse gang put a gas handcar on the rails for me. After clearing the yards, I opened her throttle wide. At every curve I figured to meet Durndell coming down; but all was quiet on the range, with 168 steaming peacefully and Smith still out hunting.

The fireman's story checked Hodgerson's and I tramped out to the wye and back, walking off my temper, for I didn't want to lose my head in the showdown coming just as soon as Smith returned.

The general's kid, Ronnie, was playing train. He waved signal flags he'd got from the porter and he jumped off to hoist imaginary trunks on the platform, shouting, "All abooord!" All boys have a yen for railroading and some of us never get over it.

Mrs. Smith, shapely and pretty, sat on the same log, reading a book. I wasn't going to notice her, because I was still riled about her husband; but she called me and I went over. She was certainly nice and gentle. Didn't mention the General, but let me see she knew I wasn't up on the mountain for the air. I'm tight-lipped as a rule, but I found myself telling her about Marie and the home we planned on Redbud Heights if I could hold my new job long enough to save the price.

Then it got along toward the time when Smith could be expected, so I excused myself and walked over to the mouth of a trail leading to the hunting grounds. As I crossed the tracks I saw Mrs. Smith go into the car and I was glad. I didn't want her to hear the fracas.

Ronnie's voice piped: "Golly! We're really going! All abooord!"

I DIDN'T pay him any mind, thinking how much imagination kids have. Then I heard something that no railroad man mistakes: the sound of rolling wheels on rails. I whirled about.

Ronnie was standing on the platform, which faced downgrade, waving his hands and shouting happily. No one else was in sight. The 1001 was moving, gathering speed as the slope caught it! In some way the boy must have released the brake.

I put everything I had into a sprint, but couldn't gain on 1001. Then I saved my lungs to yell. That did nothing, either. I'd been among Pullmans enough to know why. The porter was catching some shut-eye and the motion wouldn't wake him; the cook figured it none of his business. That car rounded a bend and disappeared. As it turned I saw Mrs. Smith reach through the doorway and snatch Ronnie from the platform.

Mister, I was scared! While I stood there frozen, I heard a toot and the rattle of driving wheels over switch-points and here came little 168, the black smoke of fresh coaling pouring from her stubby funnel. Quick thinking had made Dick Durndell the youngest division superintendent on the Uriah North & South; he got his start that day. I grabbed the step as the engine passed and swung myself aboard. The tall lad was standing at the throttle, but he moved over.

"Will you take her, Mr. Tead?" he asked as calmly as if chasing runaways was all in the day's work.

I'm an inside man. "I've never touched a throttle," I told him. "Have you?"

"Oh yes, sir!" he said eagerly. "Bill lets me practise when he's finished switching, and last week I was made relief hostler. That's the first step up the ladder."

"She's yours, then!" I shouted over 168's wheezes and clanking. "Give her everything you've got!" I grabbed a scoop and yanked open the door to the firebox. "I'll fire."

I had no time to think of what would happen to the UN&S if 1001 crashed. It was up to us, an office stiff and an apprentice fireman, to save her, for even if the porter and cook had come to, hand-brakes wouldn't stop the racing car now. There was a horseshoe curve above Ryerson; if she kept the rails, a dozen death traps waited in Grasswater Creek gorge.

WE CAUGHT up with 1001 a bare half mile above Ryerson and I blessed automatic couplers. In the old days a fireman had to take a heavy iron coupling pin in hand, crawl out of his window, and clinging to whatever he could, make his way forward on the footboard to the cowcatcher, lift the pilot bar, and wait, while the engine pitched and lurched like a lifeboat in an onshore sea, for the couplers to meet long enough for him to drop the pin through. It isn't easy yet. Coupling on the fly is hard enough on a straightaway level track.

While I fought to keep up steam, Dick ran down on the private car, moving just enough faster so that when the couplings engaged, the pressure would lock them.

We heard the clang of meeting iron. Durndell chocked his steam and pulled on the airbrake lever. Old 168 slowed obediently; but the car shot ahead, faster than ever for our push. The engine rushed after the runaway, nosed her again, and 1001 raced away — alone.

Then the curve swung her about with her drawbar off center, making coupling impossible, and we could only follow, sick at heart, watching the ponderous shape heel over on the sharp turn, making a miraculous recovery when she was almost on her side.

The runaway thundered through Ryerson with 168 clattering a hundred yards behind. I caught a glimpse of agent Haskell's scared face in the depot window and knew he'd burn the wire to Uriah, calling the wrecker and Doc Morford. The coroner would be needed if we didn't stop 1001 damn quick.

I took off my coat and told Durndell in dumb show what I was up to. He tried to elbow me aside, but I couldn't handle his job and anyone could do mine. When I got out on the cowcatcher, hanging on with one hand to a headlight bracket, I saw that I had guessed the trouble, but would be more likely to fall under 168's wheels than right it.

To engage, the couplers must be open, and usually they remain so, but it is possible to close them, like you fold your fingers on your palm. The 1001's rear coupler was closed — perhaps in Ronnie's playing — and when the engine came against it, it was like trying to shake hands with a man who keeps his fist balled.

WE WERE jolting along, not more than a yard behind the private car. Had I been one of our young Tarzan brakemen, I might have jumped the gap, grabbing 1001's vestibule. But I couldn't. So

I yelled. The porter could have wedged the coupler open with a flagstaff, but no one heard me. There was only one other way. I swung out from 168's side and peered ahead. We had about a half mile of steep straightaway, then a near left-angle curve that neither car nor engine could round at our speed.

Waving Dick to inch in on the car, I got down on my hands and knees and leaned out over 168's nose toward the closed coupler. It was all up to Dick; if he rammed the 1001, I'd be lucky to get off with a smashed hand.

My utmost reach was an inch short; Durndell put a feather's weight more pull on the throttle. Levering my body back against the boiler head, I yanked and felt the coupler swing wide. I grabbed the bracket to pull myself erect, signalling Durndell. The engine eased forward; the couplers met and held.

Number 168's cowcatcher could give a rollercoaster lessons any day, but the next minute I was nearly thrown, for sure. Durndell shut off his steam and gave her the works all in one motion.

I thought the little engine would tear apart. Sand poured on the rails and the brakeshoes clamped on the drivers. The locked wheels screeched and slid, a shower of sparks rained down on the crossites. I could smell the hot iron. The 168 quivered and shuddered, caught between the pull of momentum and the grip of the brakes.

There was something of the bulldog in the locomotive and the youngster at her throttle. Like a terrier with jaws gripped on a steer's nose, 168 was tossed and shaken, but she hung on.

I got across to 1001's platform and set the rear brakes, but the door was locked and there was no answer to my pounding. The private car, with all the fight beaten out of it, stopped just short of the right-angle bend.

Dick hadn't turned a hair, but I felt a thousand years old and my knees were jelly. The boy was giving me a hand up into the cab when a whistle screamed down the canyon and the wrecking train puffed up with her safety valve popping. As it came near I could see Superintendent Banks and the Top himself clinging precariously to the chains of the crane, looking scared.

We backed up to Ryerson with the wrecker pushing, and there was General Smith, madder than a drunken squaw. He thought we'd run out on him. When he heard what had really happened, he really blew his top. You could hear him two miles away.

That just about finished me. I figured no job was worth taking more of that; and I was picking out a likely spot on his jaw to sink my fist in, when 1001's door opened and kindly Mrs. Smith appeared. The General had run out of breath and his wife's voice was plain in the sudden quiet.

"Hiram," she called.

That was all, but how she said it! I'd rather take an hour's rawhiding from a muleskinner than be spoken to that way.

The General went over to the car and in. We heard him roaring again for a couple of minutes. Then came silence, so long that the Top and Banks and I looked at one another, wondering what to do next.

Suddenly the door opened again and the snooty porter showed his face. But he wasn't uppity now. He looked like he'd been through a couple of earthquakes. Coming over to me, he took off his uniform cap with a obvious display of courtesy.

"Mistah Tead sah," he mumbled, "Missus say she's ready to leave whenever you are." He made a stiff bow and vanished.

We never did see the General again. The 1001 was locked and dark at Uriah, and only the porter came out to ask that it be hitched on the first train to Metropolis. Banks obliged and the system's pride went southward, sandwiched between a string of log cars and a caboose. It was a relief to know that we'd seen the last of him — temporarily, at least.

Next day there was good news for me. The Top declared my indoctrination was complete. Thankfully I rode No. 2 to Lumberton, trouble-shooting for Michaels again.

I had nearly forgotten the bad dream on the mountain when the Old Man tossed me a company envelope. Inside was a white one, of fine creamy paper, addressed to me in a round fist I'd never seen before. I took out a folded sheet and caught some words — "never sufficiently express my heartfelt gratitude" — and a signature, "Susannah Smith," but my eyes braked when they struck a paragraph in between.

"I remember you told me," she wrote, "that you hoped you could hold your new job and buy a home. I'm sure you can make your own way, but because of all that Ronnie and I owe you, I want to help success come faster.

"The system needs young men who think as fast as you do. I persuaded General Smith to have you made assistant superintendent of one of the mainline divisions, where there are lots of opportunities for promotion."

I showed her letter to Michaels.

"Talk about landin' in duck soup with a spoon in each hand!" he exclaimed. "You'll start with more pay than I'm makin' right now. Well, I guess we can learn Ed Collins to take over your job."

"Let Ed wait his turn!" I yelped. "I'm staying on the UN&S. I like my railroads plain, without plush and brass. And I don't hanker to be close to Hiram Smith. So don't go spreading any false rumors."

To be honest, I felt funny about that letter. Miz Smith was a fine lady and the General no better 'n a bushwhacking sand eel, but in my time men figured to wear the family pants. No woman was telling me where I'd work! Besides, Marie doted on Lumberton. A nice friendly town to bring up kids in, she always says. Why risk a sure thing?

Denver & Rio Grande Western doubleheaders 492 and 498 highballing a freight south from Alamosa, Colo., on 3-rail gage, years ago.

Photograph by late Lucius Beebe

IN SEARCH OF STEAM

Mike Eagleson

TEXAS & PACIFIC 2-10-4 No. 610 may operate this year and next as part of the American Freedom Train Foundation's 48-state tour. According to the Fort Worth Star-Telegram, Dan Hawbecker, a board member of the 610 Historical Foundation, has just signed a lease with AFT for "restoration and use of the engine." Some preliminary work has been done on the locomotive, but much more is needed before she can go into service. As with the ex-Espee 4-8-4 No. 4449, now being rebuilt for the AFT in Portland, Ore., I hope the T&P 2-10-4, lettered and painted accurately, will pull at least one fantrip.

EX-GRAND TRUNK WESTERN 4-6-2 No. 5629, owned by Chicagoan Dick Jensen, is reportedly being shipped to the Illinois Railway Museum at Union. We hear also that ex-NKP 2-8-2 No. 965, long owned by Dick and stored in Kaplan scrapyard, Chicago, has been cut up for scrap, due to lack of funds, either for movement or balance on the purchase. If this sad news is true, I regret that some organization, such as the Nickel Plate Historical Technical Society, couldn't have gotten their numbers together to save the last example of a true NKP Mikado.

WHO can tell me about the following? (1) Approximately 20 Pennsy steamers were believed to have been used as land-fill around Harrisburg's Enola yard. (2) An ex-Chesapeake & Ohio 2-8-0 was used for target practice at Eglin Air Force Base in Valpariso, Fla., during the 1960s. Is anything left of her today? (3) Does Armco Steel Co. of Middletown, Ohio, still own ex-Norfolk & Western 2-8-8-2 No. 2050, class Y3?

JOHN THOMPSON, a cattle rancher and meat packer of Flossmoor, Ill., has for sale five small standard-gage steamers: three 2-6-2s, an 0-4-2, and a 2-8-0. It is possible that some of them could be returned to operation again. Contact David Krall, Thompson Farms Co., 1440 W. 47th St., Chicago, Ill. 60609.

OLD NO. 1, one of the last know steam logging locos to work regularly in Canada, took a leisurely journey via barge and CP Rail flatcar recently from Crown Zellerbach Canada's Elk Falls operation at Campbell River, B.C., to her new home at the National Museum of Science & Technology in Ottawa. So says The 470 Club, newsletter of Portland Div. RRE. Officially donated to the museum after her last run at Elk Falls last September, the 50-year-old Shay was transported to CP Rail's Coquitlam yard, where she was put on a flatcar for the cross-country ride. Lima built the 45-ton loco in 1923. After service on Vancouver Island and the B.C. mainland around Squamish, she was purchased in 1942 by the Comax Logging & Ry. Co., later to become Crown Zellerbach of Canada.

EX-ROBERVAL & SAGUENAY 2-8-0 No. 17 (the Consolidation listed in a previous item as being for sale) was discovered in the Central Vermont roundhouse at East New London, Conn., by Thomas I. Spinks, 58 Wood St., Hopkinton, Mass. 01748. Chalked on the tender's side was the following verse by an unknown author:

In days goneby this junk pile now
  Was a grand sight to behold.
On threads of steel she dashed along
  Like a knight in armor bold.
Now she sits, a breathless thing,
  Her dash and glamour fled,
Lying like a lifeless steed
  In battlefield at last dead.

THE STEAM LOCO City of Birmingham — withdrawn from service after 25 years of continuous operation, during which time she traveled 1,650,000 miles, or the equivalent of 69 times around the world — is now on permanent display in England at the Birmingham Museum of Science and Industry. To demonstrate the driving action, she is moved up and down on an 85-foot section of standard-gage track. If you are planning to take in the 150th observance of the Stockton & Darlington in England this year, don't pass up a side trip to Birmingham.

WHITEWATER VALLEY RAILROAD, P.O. Box 406, Connersville, Ind. 47331, is in desperate need of additional passenger coaches in order to expand its tourist operations this season. This road uses a two-truck Heisler No. 3. Contact Howard F. Brown, sec.-treas., if you know of any coaches for sale.

CAPE BRETON STEAM RAILWAY in Nova Scotia, Canada, is making progress in the steam tourist business with its ex-Sydney & Louisburg 2-6-0 No. 42 and its British ex-Southern Railway 4-4-0 No. 926. Highlight of last year's season was a 112-mile steam doubleheader over the Canadian National mainline. D. J. Loney, CBSR's manager, hopes to have at least one mainline doubleheader this year as well. I'd certainly like to be there.

GEORGE MORRISON, Rte. 8, Maryville, Tenn. 37801, is a long-time steam fan. At present he owns and operates a 32-ton Lima Shay and a 16-ton Porter rod-engine on track that circles three acres of ground around his property. Desiring to enlarge his stable, George is looking for a small, 10- to 20-ton Shay which might be for sale.

A FORMER Long Bell Lumber Co. Davenport 0-4-0 is now operating on the revived Eureka Springs Railway at Beaver, Arkansas, a 3½-mile project of railfans from that state and nearby Missouri, reports Reat R. Younger, 2421 N. Ramsey, Springfield, Mo. 65903. New capital and volunteers are needed to get this tourist road into full swing.

New Steam Items

FAMOUS RAILWAY PHOTOGRAPHERS, by P. Ransome-Wallis, 96 pages, 6x8", hard cover, numerous photos, David & Charles, North Pomfret, Vt. 05053, $7.95. Here is a collection of varied and interesting steam locos encountered by Ransome-Wallis, Britain's distinguished rail photographer on his life-long tour of the world in search of steam. He was never a scenery seeker, but rather a "nuts and bolts" specialist behind the camera. U.S. power is briefly represented by this top-notch British historian and lecturer.

LMS ALBUM NO. 3, by Brian Stephenson, 7x-9¼", hard cover, nearly 200 photos; Ian Allan Ltd., Shepperton, Surrey, England TWI 78AS, costs £2.50. Available at a discount from Railroad Magazine Book Service. This is the third in the pictorial series of steam trains in action on Britain's old London Midland & Scottish Railway. The LMS was the largest of the four mainline companies formed in the 1923 merger. Stephenson's book is a pictorially, well-selected record of notive power. Text takes the form, almost exclusively, of strong captions. The well-reproduced steam locomotive portraits and action shots make this book impressive.

BRITAIN'S RAILWAY MUSEUMS, by Peter Williams, 176 pages, 8½x11", hard cover, Ian Allan, £6.75. Available from RMBS. A vivid pictorial survey of the last historical railway pieces now preserved in Britain's Clapham, Glasgow, and Swindon museums. No operating steam is represented here, only the finely polished, indoor displays, which get attentive care. Close-ups of steam locos predominate the work, many in colors, and give an excellent feeling of traveling through the best of Britain's rail museums.

NKP 759 on Centennial trip crossing the Ohio River at Steubenville, Ohio, on May 16, 1969.

George A. Forero, Jr., 3800 Macalaster Dr., Minneapolis, Minn. 55421

THE MYSTERY OF CAR 907

by Freeman Hubbard

A COWHAND named Pete Donegan, lanky and bearded, was riding alone at a leisurely pace through the Red Desert of Wyoming Territory one day in the early 1880s, looking for strays, when he reined his cayuse abruptly. He had just caught sight of a railroad baggage car that lay on its side at the bottom of a gulch with a thin ridge of sand banked around it!

Pete whistled. "How in hell did that car come here? Git up, Pawnee!"

Spurring his pinto pony, he galloped over to the derelict and dismounted. A solitary rattlesnake slithered into the sage brush nearby. After noting the words "Union Pacific 907" painted on the car, Pete tried in vain to force open its side door, which was tightly locked and sealed. Then, for the first time, he glimpsed the railroad track shining in the hot sun, on top of a steep fill some distance away. There was no other sign of civilization except the telegraph poles that stalked disconsolately across the wasteland and vanished to a pinpoint in the far distance.

Pete shrugged, forked his saddle, and resumed his search for wandering steers. He didn't find any. Just before sundown he tied Pawnee to a Joshua tree, patted his neck, urinated on an ant-hill, and dug out food for man and beast from the saddle bag. Then he made a little fire. Opening a can of beans, he fried them, along with bacon, and prepared some coffee. The sizzle of fat pork and rich smell of Java filled his soul with contentment. After he had eaten, the lone ranger spread out his ragged, dirty blanket on the desert sand beside his pony and slept under a galaxy of stars.

His breakfast early in the morning was the same menu he'd had the night before. Then he mounted. Following the trail of telegraph poles, he reached a Union Pacific station. The young agent-operator, who looked like a boomer, was drinking a bottle of warm beer. Pete reported his discovery.

The railroad man was incredulous. "Where did you see that car?"

Pete waved a lean hairy hand in the general direction of Laramie village. "Bout twenty miles from here."

"Did you notice her number?"

"Nine hundred'n seven."

"Well, cowboy, you really found something! This railroad has gone crazy for a week looking for that car. Do you know what's in it?"

"Nope. Couldn't open the door."

"Silk from Japan," explained the boomer, his voice trembling with excitement. "Worth anywhere from fifty to a hundred thousand dollars! If it ain't damaged it'll be a big load off the minds of the brass collars."

The cowpuncher slowly rolled a cigarette and lit it. "Well, she ain't damaged. Leastwise, not as I could see."

"How'd it get down in the gully?"

"Yuh got me, mister. I don't know nothin' about the Union Pacific."

The lightning slinger began tapping the key of his telegraph set. For a few minutes neither man spoke. Everything was quiet but the chatter of brass and the neighing of Pete's cayuse, which was tied to a hitching rack just outside the open door.

Then the boomer said: "A car inspector is coming here on the next train, Number 5, and I wish you'd stick around till he comes. I'll get him a horse. You two could ride over to where the car is. I reckon the You Pee will pay you for your trouble."

IN DUE TIME, a wrecking crew arrived at the spot and, with the aid of cranes, hauled the missing car back up to the rails. It proved to be a long and tedious job. Then, bit by bit, the mystery was unraveled.

It turned out that the 907 had been the eighth car from the head end in a sixteen-car silk special racing from San Francisco to New York at passenger-train speed. At Green River in Wyoming Territory the special halted briefly at night to change engines. Trainmen walked up and down with lanterns checking the cars and their unbroken seals. Everything seemed to be in order.

The train roared through the Bitter Creek country, across the sun-baked Red Desert and over the mountains to Laramie, whistle screaming, the long smoke plume curling backward like a squirrel's tail. Coyotes and jackrabbits scampered out of sight as the special thundered ahead. Lizards paid no attention to the flying monster. At Laramie, another stop was made, and another inspection.

"There's one car missing," a puzzled brakeman blurted out to his conductor. "Number 907. Maybe some bandit —"

"Well, kiss my behind!" scoffed the skipper. "You'd better go back to school and learn to count. Nobody on earth could uncouple a car at the speed we were making."

But the shack was right in saying their train had only fifteen cars when it reached Laramie. And to heighten the mystery, the lost car had vanished from the middle of the train! A check up revealed that the old-style couplings then in use seemed to be working normally. No man in the crew could explain it.

At length the baffled conductor said: "This damn train is jinxed. But we can't fiddle around here all night. Let's go!"

He lifted his lantern in a highball signal to the engineer, and the men piled on board. A moment later the fabulous silk special was again rolling eastward through the darkness.

It was not until after Pete Donegan had been paid fifty dollars for finding the 907 that a clever car tink figured out what must have occurred. It was quite simple. In her run up and down the mountain grades the train apparently had broken in two, unknown to the crew. That sort of thing happened occasionally to the best of trains. The strange part of it was that the eighth car, loaded with silk from the Orient, had toppled off the rails and slid down into the gully, with its mesquite and cactus blooms; but a split second later the car behind it topped the grade and recoupled into the consist.

Thus, with the chance discovery by a lone cowhand named Donegan and the fertile brain of a car inspector, name unrecorded, the Union Pacific finally cleared up the mystery of lost car Number 907.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.

1. I have read that U.S. railroads desperately need better tracks. What are they doing about it?

A projected figure has Class 1 roads laying 740,000 net tons of new rail this year, 11.3 percent over a year ago; also crosstie insertions of about 24 million, 25 percent above 1974, and a total general track surfacing of 47,000 miles planned by most roads. Norfolk & Western, with a huge rail relay program but unable to get all it needs from American steel mills, has had to go to Canada and Japan for 136- and 132-lb. rail. According to reports, 1975 will see the greatest number of new tie replacements since '53, when track maintenance decline began on many roads. So railroad operation is being improved.

2. Did Canadian Pacific ever have any Mallets?

Yes. Five 0-6-6-0's in helper service over Rogers Pass in the Rockies. These locos had head-to-head cylinders, similar to those built by Anatole Mallet in France, but when Connaught Tunnel was completed in 1916, they were no longer needed. CP rebuilt them into conventional 2-10-0s, Nos. 5750-5755, lasting until the 1950s.

3. History, please, of the Empire Line.

Identified by a large arrow, Empire Transportation Co. was one of the pioneer fast freight lines, organized in 1865 to handle such traffic on the Philadelphia & Erie Railroad. Contracting other carriers, it soon had a through route between New York and Chicago. To capitalize on the new and growing oil traffic in and around Oil City, it created the Green Line, a tank-car operating subsidiary. In 1877, when the Pennsy bought ETC, the latter was also operating more than 400 miles of pipe lines. (Incidentially, 1877 was the year of the first major railroad strike in this country).

Other ETC facilities included river floats and elevators in the New York harbor area and a fleet of freight and passenger vessels plying the Great Lakes under the banner of the Anchor Line. Like other fast freight companies, ETC's independence was made necessary by big rail consolidations. It ceased to exist in 1920, when the PRR merged its lines east and west of Pittsburgh into a single operating system.

4. Did trolleys ever run on New Haven Railroad tracks?

Yes, indeed. At one time the Connecticut Co. operated over the NH between Tafts Jct., near Norwich, and the railroad station at Central Village, Conn., a distance of 15.9 miles. Electric trains over that route lost both right and schedule when they became 30 minutes late. At scheduled meeting points between first-class steam and electric trains the electrics had to take siding. Pilots on electric trains had to ride in the forward vestibule at all times except when required elsewhere in discharge of actual duties. Buses took over this service in 1925.

5. I retired last July from the Illinos Central Gulf at age 60, with 30 years of service. Do I have to file another application to receive a supplemental annuity in 1975?

No. You should have received your first supplemental annuity check before you real this answer.

6. What was the P&N Railroad?

Porterville & Northeastern. Incorporated in 1910, it ran between Porterville and Springvale, Calif., 16 miles, with a two-mile branch to Magnesite and another to Pernu. The Espee acquired it in 1934.

7. Of what use were smoke deflectors?

They caused steam loco exhaust to shoot upward and out of the line of hogger's vision, and were very valuable when engines with short stacks, running fast, tended to send the smoke racing back along the boiler, enclosing the cab in a veritable shroud.

8. Words, please, to "Abandoned," a poem by H. L. Kelso.

We country folks are feelin' low
  The reason's very plain:
They've taken up our railroad,
  Pulled off our ol' mixed train.

We miss her engine's whistle;
  Our hearts are sad as sin;
We long to take another ride
  On red plush seats ag'in.

We miss her engine's barkin' —
  When she pulled hard up the hill
An' her clangin' bell was just as sweet
  As the call of whip-poor-will.

We miss that jolly engineer
  On mixed train number 9;
He'd stop awhile an' chew the fat
  With hill folks 'long the line.

They've taken up the little rails,
  Despite the people's wrath,
An' where that mixed train used to run
  Is nothin' but a path.

9. How powerful were the Northern Pacific's Q-4 and Z-5 steam engines?

This is like comparing the Elm Street Tigers with the Boston Red Sox. The Q-4 Pacifics could haul 80 loaded 40-ton boxcars, and Z-5 (2-8-8-4s) about 320 cars! Under operating conditions, with grades of no more than one-half of one percent, the figures would be about 35 to 140 loaded cars, and about 98 and 397 empties.

10. Which roads did the Atlantic Coast Line control, directly or indirectly, just before WW2?

There were 23, namely: Atlanta, Birmingham & Coast; Belt Ry. of Alabama; Central RR. of South Carolina; Columbia, Newberry & Laurens; East Carolina; Ft. Myers Southern; Moore Haven & Clewiston; Rockingham; South Carolina Pacific; Tampa Southern; Virginia & Carolina Southern; Washington & Vandemere; Louisville; Black Mountain; Cumberland & Manchester; Elkton & Guthrie; Glasgow; Louisville, Henderson & St. Louis; Louisvile & Nashville Terminal; Nashville, Chattanooga & St. Louis; Nashville & Decatur; Tennessee Western, and Western & Atlantic.

11. What railroad was the NY&O?

New York & Ottawa. Chartered in 1897 and opened in 1898, it ran from Tupper Lake to Nyando, N.Y., 69 miles. It had 9 locos, 12 passenger, 109 freight, and 15 miscellaneous cars, went bankrupt in 1900 and became part of New York Central.

12. How do you measure internal rail force?

British Rail scientists have developed a simple method to do this while the rail is in service without having to cut the rail. An important factor in monitoring the stability of continuously welded rail is the amount of longitudinal force which exists within it at any time. The force can vary with a number of factors, including rail creep, track movement, or even mining subsidence. Until now, there was no reliable means of determining the force other than by measuring the change in length of a rail section cut from the track. A patented Rail Force Transducer has been designed at the Railway Technical Center, Derby, England, to be inserted into rails. This, in conjunction with its associated portable measuring instrument, permits fast, simple, accurate and non-destructive measurements of longitudinal rail force.

13. List Utah steam roads in the mid-1930s.

There were ten: Bingham & Garfield; Carbon County; Denver & Rio Grande Western; Deep Creek; Southern Pacific; Tooele Valley; Utah; Uintah; Union Pacific, and Western Pacific.

14. Where was the searchlight signal first used?

On Canada's Grand Trunk Ry. in 1920. It shows the approaching engineer a beam of light projected through one strong clear lens by tiny green, yellow, or red lights. The lights are so arranged within the signal that each one shines through the searchlight as it is moved into position by the signal mechan-

Non-destructive method of measuring internal rail force question answered on last page.

ism responding to conditions in the track circuit.

15. My husband retired a few years ago from the Maine Central. Is there any change in eligibility requirements for me?

No. Your husband must still be at least 65 years old and you must be at least 62 to be eligible for a reduced annuity, or must be 65, or have a minor or disabled child in your care, to get a full annuity.

16. Any info on the Texas Western narrow-gage railroad?

This pioneer narrow-gage railroad in the Lone Star state was chartered Jan. 18, 1875, by Houston businessmen. Projected to extend from Houston to the Pacific Coast, or at least to El Paso, it was opened to Patterson, a distance of 41 miles, on April 23, 1877. The promoters' hopes were not realized. Although the TW traversed a rich section, it could not live on local traffic alone. Nor could it get any through traffic from or to Houston, because it connected with only one line, the Galveston, Houston & San Antonio. Forced into receivership and reorganized as the Texas Western Ry., it was extended to Sealy in 1881, and a connection with the Gulf, Colorado & Santa Fe. Being narrow-gage, though, it couldn't get through traffic from the standard-gage GC&SF, and was abandoned in 1899. Later the grade and right-of-way were acquired by the Missouri-Kansas-Texas Ry. of Texas.

17. When were switch lamps introduced on American railroads?

First record we can find of their manufacture, along with that of lime glass lantern lobes, was by Corning Glass Works in 1869. Between 1869 and 1879, the flat corrugated, outside corrugated, and smooth-faced lenses were developed, the last named type remaining standard until 1894. Within this period, mechanical semophore signals, manufactured in England, were imported. The spectacle castings were equipped with red and green sheet glass cut to the proper shape and size, but of poor color and quality. About 1899 the manufacturing of signal glass was placed on a more scientific basis.

18. Who was Egide Walschaert?

He invented an efficient valve gear, widely used on steam locos. Born in Belgium in 1820, he started work as a mechanic on the Belgian State Rys. at Malines. In 1844 he invented his now-famous valve gear, which was first fitted to an inside-cylinder 2-2-2 at Brussels in 1848, with great success. Later it was used on the Crampton engines, Nos. 165-70, of the Northern Railway of France, built in 1859. In Belgium it was applied to all outside-cylinder engines, but the Stephenson link motion was preferred for inside cylinders. The first loco in Britain to have the Walschaert valve gear was a 0-4-4 tank built in 1878 by the Fairlie Engine Co., London, for the Swindon, Marlborough & Andover Railway. Walschaert died in 1901.

19. Tell me about the first train order.

That story has often been told, but here we go again. Charles Minot, superintendent of the New York & Erie (later called the Erie), was traveling west as a passenger on an express train scheduled to meet an eastbound express at Harriman, N.Y., on Sept. 21, 1851. At Harriman the eastbound hadn't shown up and it looked like a long wait. Engineers in those days ran on timetables only. When a train didn't arrive on time, they just waited until it did. Minot was an expert telegrapher. He sent a telegram to the agent at Goshen, some 14 miles to the west, inquiring if the eastbound had arrived. It hadn't; so he wired the Goshen agent to "hold the train for further orders," thus issuing the first train order. (The old slang term for train order was "flimsy.")

20. When did the Chesapeake & Ohio haul its record-breaking coal train?

Sept. 22, 1950, in connection with ceremonies dedicating the new multi-million dollar station at Toledo, Ohio. A 200-car coal drag 1.75 miles long, was pulled by two locos and pushed by a third. It carried 15,000 tons of coal from West Virginia and Ohio to the lake port city. While that tonnage was probably the heaviest on record, at least to this date, an Erie engine, the Matt Shay, pulled a much longer test train of 250 loaded 50-ton hoppers from Binghamton, N.Y., to Great Bend, Pa., in 1914.

Running Extra

You were right about Scranton streetcars in a recent issue, the only change being that the marker is now located at Lackawanna County Court House Park. — Wm. Hughes, retired D&H coal freight biller and weighmaster, Scranton, Pa.

Is Excelsior Co. still making coal- and wood-burning caboose stoves? If not, which company is? — Donald Redmond, R2, Box 343, Bozeman, Mont. 59715.

I have an M. M. Buck Mfg. Co. #39 railroad lantern with LE&StL lettering. Anyone have info on it? — Bernard Wooler, 529 Lanier Rd. S.W., Huntsville, Ala. 35801.

A tintype shows a 4-4-0, the Bunker Hill, circa 1865-1870. I also have a daguerrotype of the 4-4-0 Rocket, 1845-'55. The letter F appears on the Bunker Hill's tender. Was the Rocket an early Rock Island loco? Her steam safety valves appear similar to those on the Marietta & Cincinnati's engine Washington and the New Hampshire Central's Reindeer. Both were built by John Souther's Globe Locomotive Works in Boston, Mass. Who can tell me about them? — Leonard Walle, 521 Adams, Plymouth, Mich. 48170.

I want the address of E. C. Blankenship, a Norfolk & Western engineer who collects tie date nails. — George Whitlock, 116 Fyffe Rd., S.E., Calgary, Alta., Canada.

Recordings wanted of steam train sounds, tape cassette preferred. — Wilbur Hull, 1 Chauncey St., Box 18, Cassadaga, Fla. 32706.

Anyone have a copy of "The Illinois Central Story" to sell, new or used? — David Brown, 17989 Corkill Rd., Desert Hot Springs, Calif. 92240.

Charles Barbour inquired about the railroads using covered bridges. Rutland had one at Shoreham Center, Vt., on its Addison branch. The branch was abandoned in 1951 but the bridge is still there. Shaughnessy's book on the Rutland has a picture of it. The Sacramento Northern (nee Northern Electric) had a two-span covered bridge on its Oroville, Calif., branch spanning the Feather River, eventually replaced by a steel bridge. Interurbans Special No. 26 on the SN has a picture of the old structure. — Charles P. Burton II, 45 Allen St. Allendale, N.J. 07401..

I want the name and address of any firm issuing a catalog carrying info on railroad lantern globes, wooden handles for car creepers, colored lenses for switch lanterns, etc. — Emerson Buel, Wharton Valley Railroad Museum, Lock Box No. 28, Burlington Flatts, N.Y. 13315.

Re Dec. '74 issue: the rotary snowplow was actually a spin off of an entirely different piece of equipment. Robert W. Richardson of the Colorado Railroad Museum has told the real story. In the 1890s a master mechanic on the International Railways of Central America developed a machine for a very special once-a-year application. The IRCA used some branch lines only during the banana harvest; they were not maintained at any other time. The jungle would completely grow back during the year, covering the right-of-way with vines and trees up to two inches in diameter. To clear this growth, a machine with a large rotary cutting wheel was pushed ahead of the first train. I understand that while Cooke was assembling the first such unit, representatives of a Western road spotted it at a factory, took the idea home, and "invented" the rotary snowplow. — Hugo Budzien, 9759 Yukon Court, Rte. 3, Broomfield, Colo. 80020.

When was work started and completed on the old Yellow Dog R.R. in Mississippi? Where did it run? How did it get its name? — R. E. Cox, Box 28, Atlas, Ga. 30601.

Years ago, I read that the D&RGW was not considered a Class I road. Was this info correct? — M. Haller, Box 680, Roxbury, Mass. 02120.

Info wanted on New York Central's 99-year lease of the Ft. Wayne & Jackson R.R. Also on the FW&S and the branch that ran from Jonesville to Lansing, Mich. — Steve Hubbard, 16344 Camden Rd., Albion, Mich. 49224.

Wanted: loco rosters, freight schedules, and freight yard location of 44 Class I roads, 1937-39, for a book I'm writing. Where can I borrow books or make copying arrangements on these roads, particularly if available on the West Coast? — S. Carl Traegde, 20831 Hwy. 126, Nodi, Ore. 97461.

We often read about UP's 8444 visiting various areas in the West (non-fantrips). Does she pull a freight train or doublehead with a diesel or run light? — Don Robertson, 585 Oakfield Lane, Menlo Park, Calif. 94025.

Words and author wanted to the poem which begins "Twas the night before Christmas and the Four Twenty-Six, had come to the pit in a terrible fix. Her flues were all leaking, her grates would not shake and something was radically wrong with the brake." — Lawrence Beattie, 93 Glover St., Great Kills, N.Y. 10308.

When were freight cars with Fox trucks barred from interchange or otherwise removed from the rails? — Jerry Keenan, 6168 Althea St., Niagara Falls, Ont., Canada.

Why does Canadian National, and not Canadian Pacific, include "Canadian" on their boxcars?— Abraham Blosser, RFD 1, Box 169D, Millmont, Pa. 17845.

I want pix and blueprints of steam locos, rolling stock, big hooks, pile drivers, work equipment, stations, roundhouses, etc., from Southern, SAL, ACL, FEC, and other Southeastern carriers in 1920-'40 period, for railmodeler. — T. F. Meroney, Box 15, Mocksville, N.C. 27028.

Any truth to the ICC wanting to restructure a number of Western roads? — Warren Gilbert, 912 Maple St., Fall River, Mass. 02720.

I have a Keystone hand lantern blue globe, etched NWERR. Which road was that? — Mike Matson, 15 Kroon Lake Dr., Lindstrom, Minn. 55045.

When and where were N&W loco shops built? How many steamers did each build? — Richard Shannahan, 126 Beethover St., Binghamton, N.Y. 13905.

How many Metroliners and Turbo trains does Amtrak run? How fast are they? — Daniel Fuhrman, 18484 Michael St., East Detroit, Mich. 48021.

Where can I find books, "The Katy Railroad" and "The Last Frontiers"? — Bertram Bowd, Box 656, Porter, Okla. 74454.

Which road owns the Toronto, Hamilton & Buffalo? Does it have a public relations office? — Francis Sprules, 24 Central Pl., Caldwell, N.J.

What is the real identity of the 2-8-0 lettered Nacionales de Mexico No. 47 in the movie "Mon Nom est Personne," made recently in Spain? — Randolph Kean, Box 7082, North Station, Arlington, Va. 22207.

Second loco of doubleheader Canadian Pacific 2-10-0 No. 5752 was rebuilt from an original 0-6-6-0 used in helper service over Rogers Pass. (See answer to question 2). Lead engine Consolidation No. 3649 and 5752 are shown storming up stiff grade from the Montreal dock area with a transfer drag from Harbour Commission Ry. interchange; Angus Shops on right.

Photograph by Philip R. Hastings

STEVE MAGUIRE'S

TRANSIT TOPICS

ONE YEAR after last winter's gasoline shortages began to be felt across most of America, the unthinkable has happened. Many of those who had to desert their automobiles and turn to mass transit have remained as transit riders, even though gasoline is plentiful again (probably not for long).

Too much can't be made of this. There weren't many mass transit riders to begin with. Not all that many Americans shifted to buses and subways last winter. When gasoline reappeared last spring, many of those quickly returned to their beloved automobiles.

Yet, the facts remain — as reported by the American Public Transit Association — that transit ridership has risen nationally for twelve consecutive months, so that in last September there were 7.8 percent more transit riders in 120 cities than there had been in September, 1973. The 25-year decline in the national use of mass transit — a decline unmistakably caused by the proliferation of superhighways and urban freeways — has been halted and marginally reversed.

The problem is not to get everyone out of autos and into trains and buses. The problem is to lure enough people to mass transit to ease substantially the impact of the automobile on energy and the environment. Nor is it necessary to make mass transit selfsupporting by the fares of transit riders. It would be equitable for everyone to support, through their taxes, the contribution mass transit can make to easing the energy and environmental crises — not to mention the traffic problems that plague every city.

Tom Wicker, who wrote the foregoing report for The New York Times, sums up the situation so well that the Public Affairs Department of the Chicago Transit Authority, P.O. Box 3555, Chicago, Ill. 60654, has reprinted this piece in the first issue of its new magazine, CTA Quarterly.

Also in Chicago, Milton Pikarsky has resigned as chairman of CTA to become chairman of the Regional Transportation Authority, which is expected in time to assume control of all city and suburban transportation in that area. Due to the magnitude of the new job, its salary has been set at $82,500; but Pikarsky is limiting his pay to $72,-500, at least for this year. If more government, labor, and industrial officials, not to mention rank and file workers, would agree to accept less compensation, as Pikarsky has done, they would strike a mighty blow at inflation But don't bet that they will. Pikarsky made this concession because he wants to win public confidence in the RTA, as well as for economic reasons.

BAY AREA Rapid Transit has had another serious accident. On January 19th a train of new passenger cars — being tested at speed before being accepted by BART — crashed into a high-railer maintenance truck near the Fruitvale station in Oakland on January 19th. The truck driver was killed and his vehicle wrecked, while the lead passenger car, valued at $360,000, was damaged beyond repair. An expensive electric circuit-breaker mounted alongside the track also was destroyed. The truck driver, who had failed to move his high-railer onto another track, had been drinking. Blood tests showed his blood alcohol level at .11, just above the standard for conviction for drunken driving in California.

According to news received from Ralph Kerchum of Oakland and Robert J. Swan of Long Beach, Calif., a BART train engineering expert noted that the lead car, the one that rammed the maintenance vehicle and was damaged beyond repair, appeared to have behaved exactly as its designers hoped. Although the first two cars left the rails, they did not jackknife.

The fiberglass cab of the front car disintegrated and in so doing absorbed much of the force of the collision. Then the walls of the lead car began to absorb the energy of the impact and slowly peeled back, again pretty much in a way designers had predicted.

Problems have arisen in rapid transit equipment built recently, according to Harre Demoro, an Oakland Tribune staff writer and one of our magazine's Interesting Railfans. BART, which denied a year ago that cars on some trains sagged when heavily loaded, causing occasional sticking of car doors, has now filed a $237 million suit against the builders, designers, and certain insurance and bonding companies, claiming that a slight mechanical distortion of the car bodies caused the problem. Rebuilding is required for almost a dozen other faults complained of in the legal action, ranging from controls to electrical equipment and down to improper installation of rail on the Berkeley-Richmond line.

Across the U.S., the new light cars being built by Boeing-Vertrol for the San Francisco and Boston systems may be delayed because of design problems with their new chopper-type electric motors. After tests, the officials of both companies

Bruce Russell, 33 Lorraine St., Glen Ridge, N.J. 07028

"Dinky" at Princeton Jct., N.J., on a cold day in Jan. '75. Future is cloudy for two car MU that meets most mainline PC passenger trains.

refused to accept the car as completed, Demoro reports. The Garrett motor, being of a new style, needs some refinements and it is not known if these will delay production. The LRV cars were scheduled for testing in February at the U.S. governmental facility at Pueblo, Colo., but we do not know whether they have arrived there as yet.

LAS VEGAS will not have a monorail, Robert Swan of Long Beach, Calif., tells us that the county commissioners rejected the project and voided a resolution naming Rohr Industries of Chula Vista, Calif., as the exclusive monorail supplier. Rohr has withdrawn from its widely-publicized proposal to build the $150 million, 11-mile project because of inability to finance it. A securities expert indicates that Rohr is happy about the end of the project. It is no longer exposed to a project that had "inherent risk without enough profitability."

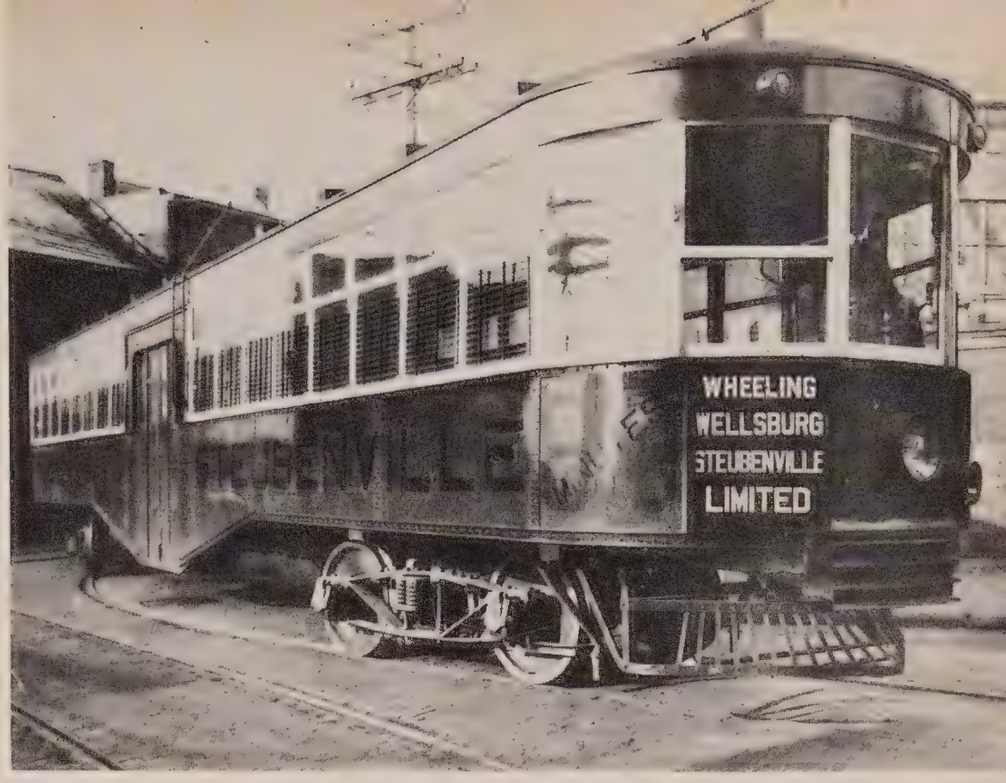
ONE of the nation's shortest electric railway runs, Penn Central's 2.7-mile shuttle line between Princeton University and the main line at Princeton Junction, may be facing abandonment. The two-car electric train makes 21 round trips daily, carrying a total of 900 passengers, but has been running in the red for over 20 years! For this reason the United States Railway Association has declared it to be "potentially excess" and not needed in the national railroad plan. This line was built in 1865 when the Pennsylvania Railroad's original route ran through Princeton, N.J. With mainline relocation, the shuttle came about.

TORONTO'S popular Belt Line Tours will use two additional Peter Witt type trolleys this summer. Both cars have been leased back to the Toronto Transit Commission by museums that got them a few years ago when TTC was scrapping its older equipment. At that time, the museums were indebted to TTC for donating the cars. Now, the kindness has been rewarded by the museums leasing them back to TTC.

Peter Witt car 2424 has returned from its museum location on the Halton County Radial Railway line near Toronto. No. 2323, one of the longer cars of the type, has been sent from its location at the Canadian Railroad Historical Assn. museum at Delson, St. Constant, Quebec, to the TTC Hillcrest shops for restoration. The Halton museum also has received the body of ex-Hamilton Street Ry. tram 521, which had been restored and exhibited at Hamilton, Ont., last year.

DALLAS-FORT WORTH'S Airtrans system covering this vast airport area will get a backup bus service; due to the chance of emergency situations. So says Eally Eakins, 4351 Wyoming Ave., Dallas, Texas 75211. Although Airtrans claims to be about 99 percent reliable, it needs an emergency bus system — just in case. Fifteen 45-passenger buses will be owned by the Airport and stationed 24 hours a day at the four terminals in the area to respond immediately in case of a failure.

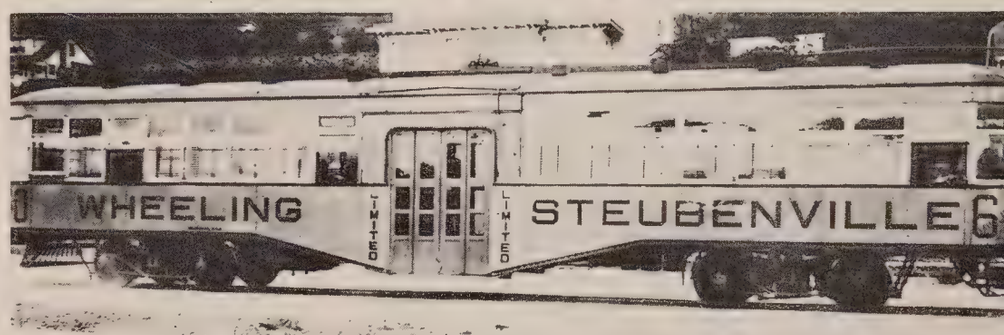
The buses would be driven by 59 women, also employed by the airport, who would be specially trained in the dual task of bus drivers and passenger service agents in 13 Airtrans stations to assist travelers while the automated system functions normally. The proposal is based on a round-the-clock engineering study of Airtrans which shows a slow but increasing reliability since Air-



Car 752, Interstate Limited on Wheeling-Steubenville run in loop on 16th St., Wheeling, W. Va., Jan 1, '28. Car made 25-mile run in an hour while cars on half-hour schedule took 1½ hours, or 3 hours for round trips. Most of route was along single track.

All three photographs from collection of W. J. B. Gwinn, 650 Main St., Bridgeport, Ohio

Wheeling Traction Company



No. 752 Interstate Limited car south on Warwood Ave. at N. 13th St., Wheeling, on Aug. 31, '31. Limited service began Jan. 1, '28, was abandoned Aug. 1, '31. Mansion has gone, too.

757 on Rte. 15 Wheeling-Wellsburg interurban on siding at stop 22 in north end of Warwood southbound. Cincinnati Car Co. built 8 of these center door cars for the company in 1928.

In the early days of the 20th century Westerly & Watch Hill trolleys made open-car riding a delight along shore of Block Island Sound with its bracing salt air at Weekapaug, R.I.

Both photographs from collection of late Charles F. Munger, Jr.

trans began partial service when the airport opened on January 13th.

SEND all material for Transit Topics directly to Stephen D. McGuide, P.O. Box 51, Belmar, N.J. 07719.

COMMEMORATING the 100th anniversary of the beginning of construction of the Hudson Tunnels that now carries Port Authority Trans-Hudson trains between New Jersey and New York under the Hudson River, the Port Authority has issued a 16-page reprint of a story of the construction of the tunnels, entitled "Eight Minutes to New York." The original story appeared in American History Illustrated in August, 1974. A copy of the reprint, as long as the supply lasts, can be had free by writing to Port Authority Trans Hudson Corp., 1 World Trade Center, 64W, New York, N.Y. 10048.

EXPANDED rail commuter service between Versailles-McKeesport and downtown Pittsburgh began on February 1st. It is run by the Baltimore & Ohio Railroad under the direction of the Transit Operations Division of the Port Authority of Allegheny County, assisted by a $500,000 grant from the state and county. Transfers can be had from the so-called PATrains to buses in Pittsburgh for an additional ten cents above the regular fare. Jim Cerny of Pittsburgh, who rode the first trains, says some are of the push-pull type with diesels at each of the passenger cars, while others are operated by Budd rail diesel cars.

News from Overseas

LONDON'S underground railway may be the world's oldest and longest, while the New York subway may have the most stations; but the miniscule subway line in Glasgow, Scotland, has one incontrovertible claim to fame: its 78-year-old rolling stock.

We learn from Bill Russell, 33 Lorraine St., Glen Ridge, N.J. 07028, that 42 of these ancient coaches are still being used on the 6½-mile circular route operated by Greater Glasgow Passenger Transport. In keeping with the antique equipment, many of the subway staff still wear uniforms ordered at the turn of the century — marked with black mourning bands for the death of Queen Victoria!

Their electric motors are nearly 40 years old and now occasionally fail. This requires the following train to push the disabled train ahead of it all the way to the shops. Since headways are 3½ minutes, there is little delay to passengers. Motor repairs are done in the company shops, where many parts have to be fabricated. When Glasgow's trams quit 12 years ago, their motors were sent to those shops for emergency use. But all of this may end in 1978, due to plans for spending 12 million pounds on new equipment.

The original line really dates back to 1887, when Glasgow citizens heard of the London subway's success and wanted to relieve their own congestion from horsedrawn street traffic. Begun in 1891, Glasgow's first subway opened for service in 1896, using two-car trains pulled by a cable, with two steam engines providing the motive power. The Glasgow District Railway ran the cable subway until 1923 when the municipally-operated Glasgow Corporation took it over. In 1935 the cable system was scrapped and electric motors were built into the old coaches.

CALCUTTA tramway system in India is so jammed with local passengers that it is almost impossible for a visiting American to get aboard, writes William C. Hoffman, 6622 S. Maplewood Ave., Chicago, Ill. 60629. Most of the cars, operated by the Calcutta State Transport Corp., are six-axle articulated with no passageway between them. The front section is for first-class passengers, the rear for second-class.

Because of the excessive population, Cook's Tour Guides are reluctant to leave visitors out of their sight. Beggars and criminals are such a problem that Bill couldn't get off on his own to cover the system in other parts of the city. However, he did note some test boring in progress, the early stage in construction of a subway that should be completed in a few years to help relieve the terrible congestion. When Bombay's streetcar system was abandoned almost ten years ago it left Calcutta as India's last tram operation.

THE LAST trams in Sydney, New South Wales, Australia, ran on February 25, 1961. Since then, traffic jams have become so bad that the buses can't maintain schedules. The average speed of buses on Pitt Street, the main north-south artery, is 5 or 6 miles an hour in rush hours. So says Ronald S. Dutton, 8345 Loyola Blvd., Los Angeles, Calif. 90045.

Sydney may again see trams running downtown. Milton Morris, the N.S.W. minister, says his government is going ahead with plans to restore trams back and to meet the $11 million cost of a system of limited size. It would be a four-mile loop between Sydney's Circular Quay and the Central Railway.

Buses would be banned from the tram route, and pedestrian malls installed. It is estimated that a round trip along the reserved tramway portion would require half the time that buses take for a one-way trip! These plans are being made despite the present policy of the federal transport minister, Charles Jones, against trams in any city — including Melbourne, which runs Australia's largest system and has no intentions of giving it up. Jones will not grant any federal aid for trams. He wants trolley buses used in Sydney, since they would cost half as much as trams. He would like Melbourne to scrap its tramway system and he offers financial help if that is done. But neither Sydney nor Melbourne favor his ideas.

New Electric Publications

WHEN THE STEAM RAILROADS ELECTRIFIED, by William D. Middleton, 440 pages, 8½x11" with hard cover binding, $30 from Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, Wisc. 53233.

Because of this book, we now have a complete compilation of all heavy electric railroad opera-

The Norwich & Westerly Co., for a small line, had some of the finest interurban cars in New England. Car No. 9 is shown during the early days of operation in Norwich, Conn.

Car 6062, which formerly ran in Vienna, Austria, can be seen at National Capital Trolley Museum. The visitor is Barbara Peters.

Photograph by Robert H. Flack

tions in the United States, including historical data, from the beginnings in 1895 to the present. It was probably more than a coincidence that the first three of them were opened in the same month, June, 1895. These were the Pennsy's Burlington & Mt. Holly Traction in New Jersey, the Baltimore & Ohio's tunnel line at Baltimore, Md., and the New Haven's Nantasket Beach electrification.

The story of each one and of those that came later is presented by Bill Middleton, one of this magazine's Interesting Railfans, with an accompanying map, up to the present time, including the industrial electrifications of the Muskingum Electric in Ohio and the Black Mesa & Lake Powell in Arizona. An amazing mass of 790 photographs adds greatly to the book's value. The price is not high when you consider the value of this material. Among the photographs are some from Railroad Magazine. We predict a runaway sale for this great book.

CINCINNATI & LAKE ERIE RAILROAD, OHIO'S INTERURBAN SYSTEM, by Jack Keenan, 226 pages, 8½x11", with hard cover binding, published by Golden West Books and available from Railroad Magazine Book Service for $17.00

The C&LE was created by Dr. Thomas Conway, Jr., a transportation expert. He took the partitioned remnants of what was once the Ohio Electric Railway system and merged the best of them into a large traction system. One time his system saw through interurban service between Cincinnati and Detroit, a record 277-mile run.

This is the story of how Dr. Conway formed the C&LE. The date of its creation was December 31, 1929, as the Depression was setting in. That economic storm would kill the line within a decade, despite the best and speediest equipment purchased for it in a vain attempt to promote business. The author details the system's rise and fall in a book produced on fine heavy paper, with excellent photographic reproduction. Included are a roster of equipment, maps, scale drawings, bibliography, and an index. A really handsome product!

NEBRASKA STREET & INTERURBAN RAILWAYS, by E. Bryant Phillips, 75 pages, 6x9", with stapled binding; $3.75 from J-B Publishing Co., 430 Ivy Ave., Crete, Nebr. 68333. This is a reprint of a series of articles by Dr. Phillips that were part of his Ph.D dissertation at the University of Nebraska, published by the Nebraska State Historical Society. The text primarily covers the Omaha and Lincoln lines. There are four photos.

One of Penn Central's Silverliners stops at Villanova, Pa., on a drowsy day in July, 1974. Folks have taken up residence in old depot.

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102.

PASSENGER TRAIN SURVEY

MEXICO's finest train, the Golden Eagle, was gathering speed on February 10th north of Mexico City on its run to the Texas border as a crowded passenger bus sped toward a railway crossing. The locomotive's horn blasted twice to warn the bus, but the driver chose to race the train to the tracks. Seconds later, the Golden Eagle cut the bus in two. Thirty bus persons, including the driver, were killed and 27 others injured. There were no train casualties.

Lucila Chacon, a surviving bus passenger, said: "Suddenly the train appeared. The passengers began shouting for the driver to stop and let the train go by. But he paid no attention to them and accelerated instead."

WITH the introduction of Canadian National's spring timetable on April 30th, through sleeping-car service has been provided on the Jasper-Prince Rupert trains. This service is on an experimental basis., but will be extended if the demand warrants it.

Rail travellers in Ontario and Quebec are getting a reduction of up to one third on their round-trip fares on Canadian National trains. Customers must buy round-trip tickets for trips which regularly cost at least $5 one-way. Also, they must complete the round-trip within four days and not use trains beginning runs between 4 and 6:30 p.m.

CN aims to promote passenger service in off-peak hours, and release needed space for business people who must travel at peak hours. Passengers buying round-trip tickets for trips in the area from Windsor, Ont., to Mont Joli, Que., receive as much as 33 percent fare reduction.

AMTRAK switched to Daylight Saving Time, along with most of the nation, on February 23rd. Parts of Arizona, Indiana, and Michigan did not. Neither does Mexico. Canada changed on April 23rd, now operating the Montrealer and the Adirondak an hour earlier.

The Sunset Limited and the Southwest Limited also are running an hour earlier. So do the passenger trains serving all Indiana cities except Gary, which has Central Daylight Time. In Michigan the Chicago-Detroit runs, the St. Clair and the Wolverine, are an hour earlier; but the Detroit-Jackson train, the Michigan Executive, did not change. The Chicago-Port Huron train, the Blue Water, was affected by both the Michigan change (one hour earlier at stops in that state) and intermediate changes, to reflect a faster schedule. The Pacific International now leaves Vancouver, Wash., at 7 a.m., instead of the previous 7:15 a.m., and reaches Seattle at 12:30 p.m. Northbound, the schedule remains the same.

SUCCESS has crowned the efforts of Glencoe Historical Society to raise funds to restore the local passenger station. More than 560 families contributed a total of over $8,000 in cash plus donated services valued at $2,500, reports Robert S. Jacobs, president of the Society, 320 Park Ave., Glencoe, Illinois 60022. This campaign was launched last September 19th by mailing an appeal to each of the 3,000 or so families in the area. Next step will be the restoration itself. The present depot, now serving commuters on the Chicago & North Western, was built in 1891, replacing an older station. It has been leased to the village at nominal rent, the village being responsible for renovating and maintaining it. Thus Glencoe's civic spirit is setting an example to the entire nation.

High Speed at Pueblo

THIRTY miles east of Pueblo, Colo., in a semi-arid desert is a Buck Rogers world of modern buildings and sleek, powerful machines that look like spaceships. They're possible forerunners of future mass transit systems to move people around at 300 miles or more an hour. They travel on rails, on cushions of air, or on magnetic fields.

The Department of Transportation's High Speed Ground Test Center, which sprouted in the desert four years ago, is harnessing the latest technology to improve ground transportation, particularly by rail. The $55 million complex has more than 30 miles of tracks and guideways and a Rail Dynamics Laboratory with the world's most advanced computer-controlled simulator. This setup permits simulation of speeds up to 288 miles per hour under varying track conditions.

A bridge crosses a pair of tracks with a high rail in the center. Three miles up the track is a burst of smoke or dust — hurtling at incredible speed is a red and white bullet-shaped projectile. It zips under the ridge and out of sight.

The speeding object was a linear induction motor research vehicle, or LIMRV. Glenn A. Reiff, the center's senior project engineer, says it does 150 miles an hour and has a two-man crew. Not long ago it set a world speed record for rail vehicles of 234 miles an hour!

Such motors are essentially rotary motors unrolled and laid out flat. They are propelled by electro-magnetic forces and because they have no moving parts, they are noiseless, vibrationless and practically pollution-free. Linear motors power two unconventional guided vehicles at the center: a tracked air cushion vehicle (TACV) and a tracked levitated vehicle (TLV).

The TACV, designed to carry 60 passengers at speeds up to 150 miles per hour, uses the air exhaust from three jet engines for lifting itself a few inches above its five-mile long u-shaped cement guideway. Built for speeds up to 300 mph, the TLV may be levitated magnetically as well as by air on its 21.8-mile guideway.

The Department recently awarded Ford Motor Co. a $2.1 million contract for development and testing of a vehicle that could ride on a magnetic field above a single aluminum rail. It could lead to streamlined vehicles that would move along one foot above a guide rail at 300 mph or more in the mid or late 1980s. This vehicle would be pollution-free and quiet. Rail maintenance costs would be reduced substantially because of lack of friction between the craft and the rail.

The Ford vehicle will use electro-magnets to keep floating above the rail, but its propulsion will come from rockets. It will be supported by rubber wheels at speeds under 50 mph. Department officials feel such a system would be ideal for transit between cities.

Judy Wells, the Auto-Train representative at Sanford, Fla., boards one of the full-dome coaches (ex-Santa Fe). Gals like her make it a pleasure to travel aboard this fast train.

Richard J. Allen, 14 Ethel St. M.R. 99, Binghamton, N.Y. 13905

Dear to the hearts of the North Alabama Railroad Club of Sheffield, Ala., and their many friends is their beloved No. 77, shown under steam a few years ago. The 77, ex-Mississippian 2-8-0 built by Baldwin in 1920, is being overhauled by club for return to service.

Photograph by Jack D. Ray

HOBBY CLUB

conducted by Sy Reich

PICKING one of their own members as guest speaker at the annual meeting in Chicago on May 2-4, the Railway & Locomotive Historical Society has chosen the erudite John H. White Jr., of the Smithsonian Institution and editor of the Society's publication, Railroad History, to address the noon luncheon in Pick-Congress Hotel on May 4th. Prior to that, the R&LHS board of directors, headed by prexy Howard F. Greene, meet in the hotel.

Hosting this year's assemblage, the Chicago Chapter will, on Friday evening, kick-off the three-day program with an illustrated spiel by John A. Cline and Ray Snecht on Wisconsin Valley history. Saturday will find members and friends riding the rails (what else?) for a visit to the always interesting Illinois Railway Musuem at Union. All-day passes will let them ride the museum's steam train and electric cars. A plus for this visit will be access to private cars ordinarily not seen by the public.

New York Chapter members hope to make it a great weekend by chartering two private railroad cars owned by George Pins, leaving Fun City on Thursday, May 1st, and sailing from Union Station on the 4th. If this plan materializes, the chapterites might think in terms of a private car trip next year, when the Southern Cal Chapter has the annual meeting, and then in '77 out to the Sacramento-San Francisco area, where the Pacific Coast Chapter, in line with the opening of the Old Sacramento Railroad Museum, will beam their glow of welcome.

AMONG the important items coming out of the Railroad Enthusiasts' sixth annual midwinter workshop held recently in East Hartford, Conn., is the news that another RRE division, the Old Dominion, based at Vienna, Va., has been formed. The national organization now has nine divisions, namely, Portland (Me.), Mass. Bay, Harlem Valley, New York, Lakes Region, Chesapeake, St. Louis, Golden Gate, and Old Dominion. Mass. Bay Div. will host the mid-year meeting on June 7-8.

MELVILLE D. OST, who was senior veep of the Railroad Enthusiasts, Inc., has succeeded John J. Harrison (resigned) as president. Mel is an ex-prexy of the N.Y. Division and a good organizer, highly regarded in railbuff circles. He helped the N.Y. Division to get its private car Eugene Field and he works with George Pins in arranging private-car group trips on ex-Pennsy 100 and other cars. Congratulations, Mel!

WITH SORROW we announce the death on March 12 of Ira L. Swett, one of the magazine's Interesting Railfans and author of several books, including "Interurbans of Utah" (listed on page 62).

WICHITA-Topeka-Kansas City Tri-Chapter of NRHS will hold its annual meeting at the Broadview Hotel in Wichita, Kan. on April 20th. The day previous, they will take a trip over the Northwest Oklahoma R.R. at Woodward, Okla. This is the home of the Northern Oklahoma Chapter and from all reports, Frank Pollock is planning to put on a good show for the visitors arriving by special bus.

ONE of the busiest railfans is V. Allan Vaughn, who authors lively NRHS News Extra monthly that is sent to Lew Pardee's 116 chapters and who is usually up to his arm pits in other rail projects also. Right now he is helping to get out much material for the annual meeting in late August at Knoxville, Tenn., where Old Smoky Chapter is arranging quite a show. A couple of months ago Al sent us a copy of his "Rail Song," which he says is collected railroad prose from his typewriter. We think his treatment of Midwest memories, especially of the Chicago Great Western, is terrific. It's no bound volume with a high price tag. In fact, I didn't see any price included. Just a nice lot of lore that we enjoyed reading.

CONWAY SCENIC'S Dwight Smith wants photos depicting railroad scenes and activities on the Boston & Maine at Conway and North Conway, N.H.; also on the Maine Central between Fryeburg, Maine; Fabyan, N.H., and on the Crawford Notch line. He'll buy prints (5x7 or larger) or borrow negatives or prints for copying. Results will be displayed to the public in the museum of Conway Scenic R.R. located in the century-old depot at North Conway. If you write to Dwight at P.O. Box 434, Conway, N.H. 03818, ask about a schedule for his summer rail operations.

HARD at work at his Levis, Quebec, tramway history is Gerry Burridge, P.O. Box 152, Pte. Claire-Dorval, Que. H9R 4N9. He says that from Canadian Railroad Historical Association's publication, edited by S. S. Worthen, and Railroad Magazine, he hopes to make good headway in digging up information.

WITH Paul Merriman and the Tennessee Valley Railroad Museum setting up another busy season,

railfans might like to know that TVRM still has available Roland Talbott's two excellent black-and-white Crossville excursions drawings, 16x19", featuring engines 722 and 4501 highballing along hilly and rural scenes. The 722 train print is being sold for $10 and the 4501 at $15, by the gift shop department as fund-raising projects. Contact TVRM, Box 5263, Chattanooga, Tenn. 37406.

THERE is still time, if you haven't done so yet, to get good 1975 calendars put out by various railfans clubs who need money to support their activities. Calendars are available from Alaska-Yukon Chapter NRHS, Box 2248, Anchorage, Alaska 99510, $2.25; Buffalo Chapter NRHS, 415 E. Union St., Lockport, N.Y. 14094, $2.75; North Alabama RR. Club, Box 4163, Huntsville, Ala. 35802, $2; N.Y. Central Historical Society, Inc. Box 10027, Cleveland, Ohio 44110, $2.50; Nickel Plate Historical Technical Society, Box 9254, Ft. Wayne, Ind. 46809; $2.50; Calif. Southern RR. Museum, Box 221, Walnut, Calif. 91789, $1.85; Michigan RR. Club, Box 586, Dearborn, Mich. 48121, $2; and North Western Illinois Chapter NRHS, Box 1056, Rockford, Ill. 61105 (we don't know this price).

GEORGE SECRIST, secretary-treasurer of Toledo Morse Telegraph Club, home of the magazine Brass Pounders' Gossip, tells us that member J. Ralph Graham hails from Swans Rd., Rte. 1, Newark, Ohio 43055, and not N.J. as was printed. Remember these rail hash-house signs? asks BPG. "If the icebox gets hot, ring the towel. "Don't tip the waitresses; it upsets them. "Eat here. Why go elsewhere to be cheated? "Your face is good, but it won't go in the cash register." "There ain't no real strong coffee, there's just real weak people." These are old bromides known in boomer days.

AS INDICATED by the throng of railfans who took in their fine show at an upstate inn and by the doings at D&H's Colonnie shops last fall, the Mohawk & Hudson Chapter of NRHS is quite a club. It will be hard to top the 1974 program, but the chapter might just do it this year. Their recent acquisition, Central Vermont vestibule observation/business car No. 4100, is a gem. Contributions to chapter treasurer Herb Insley, 5 Grounds Place, Albany, N.Y. 12205, will help pay for it.

Jointly with the Great North Eastern Railroad Foundation, the chapter maintains a rail museum at Altamont, N.Y. This includes steam, electric and diesel locos. Also a rolling railroadiana and historical display in a baggage car. These items helped in the D&H's 150th birthday celebration in 1973. The chapter puts out a fine monthly newsletter, The Call Board, edited by Joe Thompson.

In 1972, Mohawk & Hudson assumed responsibility for the City of Schenectady's historic collection of Alco glass-plate negatives of steam. Members are continuously working on a library of other Alco publications and history. Founded in 1963 with 23 members, the group now has over 300, being near the NRHS top. Dues are $7.50, including national and chapter membership. Wives of members under family plan, $1. For more info, contact their secretary at 350 Manning Blvd., Albany, N.Y. 12206.

SINCE our early closing last season, writes Bill Jenkins in the Indiana Railway Museum newsletter, many IRM members have been doing projects to make our museum look better to the public, add to our operating time and performance, and help us to achieve greater revenue when we resume operation in 1975. Thanks to Luelle and Clarence Staley, the interior of one Erie Stillwell coach has been painted. Tom and Pam Slater have been fixing up seats on the other Stillwell. Alan Barnett, Jim Kopkey, Doug Berg, Bob Coady, Morris Godwin, Jay Williams, and Bill have been redoing the reefer, also electrical work on the Samuel Rea, Castle Valley, and Quickstep, as well as their Big Four hack. An active season lies ahead. Find out about their operations by contacting IRM, Inc., Box 258, Greensburg, Ind. 47240.

PHOTOS in the Midvale area are needed for an historical brochure. Especially desired are those showing the old Rio Grande shops, the station, steam locomotives working in the yards as well as the Marysvale locomotive and the Bingham Bill passenger train. Write to L. L. Peterson, 201 S. Grant St., Midvale, Utah.

BILL LUXFORD II, editor of The Telltale, newsletter of Narrow Gauge Railroad Assn., says their membership cloth platches still cost one buck. Write him at Box 549, Bernalillo, N.M. 87004. Membership in NGRRA is general $5, participating $1 extra, family $2 extra per family member, and supporting $15. Applications can be had from NGRRA, Inc., Box 4566, Albuquerque N.M. 87106

BY NOW, most railfans should have heard about Oliver Jensen's forthcoming book, "The American Heritage History of Railroads in America." Oliver is editor of American Heritage magaxine and an R&LHS member. His book is due off the press this fall. Regular edition will cost $19.95 and deluxe $22.95. Available only with the book will be an lp record of "Songs and Sounds of the Great Days of Steam," $4.95. These are pre-publication prices from American Heritage Book Service Offices, 111 Garden St., Marion, Ohio 43302. Oliver is a New London native and one of the guiding lights behind the tourist Valley R.R., Essex, Conn.

BOOKS OF THE RAILS

by GORTON T. H. WILBUR

THE UNION PACIFIC STREAMLINERS, by Harold E. Ranks and William W. Kratville, 592 pages, 8½x11", hard cover, photos, timetables, menus, diagrams; Kratville Publications, $40, or from Railroad Magazine Book Service at a discount.

This comprehensive history of the period 1934-'71 is by far the best modern UP story I've read. The authors, in spending five years in carefully researching all material, have omitted little of any consequence on the famous "City" series of streamliners. Brilliantly illustrated are the locos and equipment, both exterior and interior views, used on the far-flung runs; also mouth-watering dining-car menus, 43 timetables, and 73 diagrams that should please model railroaders. I'll take the authors' word for it that there are 56,000 words of text. The photo collections of Arthur Dubin, Richard Kindig, Henry Griffiths, and Lou Schmitz, among others, with their noted hallmark of excellence, stand out in the assortment of 1200 pictures. A heavy book to carry, but definitely no door-stopper, it belongs on your library book shelf along with other rail treasures.

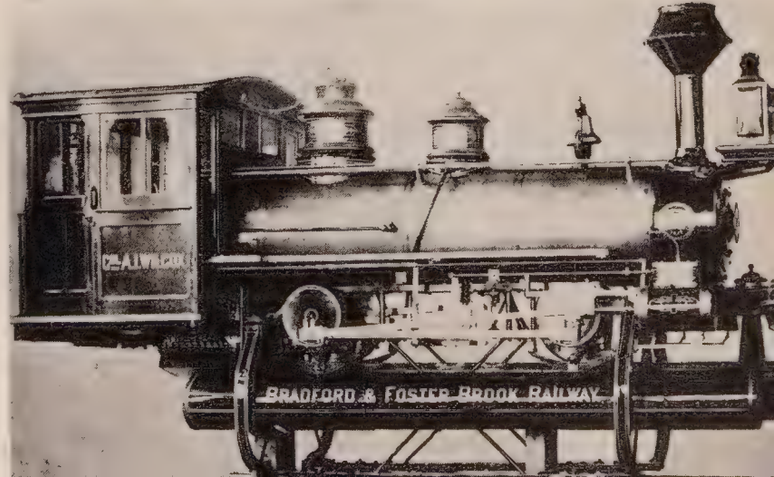
BRADFORD & FOSTER BROOK PEG LEG RAILROAD, by Lawrence W. Kilner, 206 pages, 8½x-11", soft and hard covers, photos, maps, rosters, timetables, diagrams; Lawrence W. Kilmer, RD 2, West River Rd., Olean, N.Y. 14760, soft cover $8; hard cover $11.

Wilbur T. Golson, 9124 San Lo Drive, Baton Rouge, La.

When Railway & Locomotive Historical Society visit Illinois Ry. Museum at Union, on May 3, during annual meeting, Prairie No. 101 ex-Tuskegee, ex-T. R. Miller Co.) will have honors pulling their train. R&LHS will hold their 54th meeting in Chicago, first time in Midwest, May 2nd thru 4th.

McKean County (N.Y.) Historical Society

"Col. A. I. Wilcox," built by Baldwin and named for the head of Bradford & Foster Brook Ry., was a favorite on this peg-leg road until her accident. See review of the book (above). Peg-leg operation was short-lived; not many pix were taken.



Modern monorail reading is commonplace, but anything done on steam peglegs is rare indeed. Both Cattaraugus County, N.Y., and McKean County, Pa., in the latter part of the 19th century had some picturesque narrow-gage pikes that were as small as they were little known. Set apart from this gage, but definitely location-wise, was the Bradford & Foster Brook Peg Leg R.R. It was short-lived (1877-'79), being a financial flop, and it quit altogether after a loco blew up, with the death of six men. Other slim-gage lines covered in the book are the St. Bonaventure, the South Vandalia & State Line, and the Olean-Bradford & Warren Narrow Gage. Of extreme interest to interurban and trolleyfandom is the treatment given in pix and text to the Western New York & Penna. Traction Co.

WALTHERS 1975 HO RAILROAD CATALOG, by Bruce Walthers, 223 pages, 8¼x11", soft cover, photos, model info; Wm. K. Walthers, Inc., Box 16626, Milwaukee, Wis. 53216, $3.

An interesting reference manual.

ROYAL TRAINS OF THE BRITISH ISLES, edited by John Slater, 48 pages, 8½x11", soft cover, photos, diagrams, text, IPC Business Press Ltd., 58 pence. Available from Railroad Magazine Book Service.

An aspect of railway nostalgia that has received too little mention is train travel by royalty. Railway Magazine, one of the British railfan's favorite journals, has lavishly illustrated, with eight pages in full color, an excellent chronicle of royal train travel in Britain from the earliest days to 1974. In addition to reproductions of Victorian era prints, there are many good photos.

Periodicals and Journals

ERIE RAILFAN is edited by Roger A. Rasor for the Erie Railfan Society, Box 733, Evanston, Ill. 60204. With its cover usually setting the pace, this slick-paper quarterly is right down the alley for any Erie fan. All types of Erie power, steam and diesel, passenger and freight, and other equipment are included. Even something for the modeler. Regular membership in the society, which includes the magazine, costs $4.50 annually; sustaining, $10.

THE LENSMEN, May '75, edited by John R. Taibi (one of our Interesting Railfans), 14 pages, soft cover, 8½x11", good quality photos; Box 486, Brentwood, N.Y. 11717, is published quarterly and costs $3.50 annually. Back issues and sample copies, $1 each. Milwaukee's catenary operation may be a memory, but in his latest issue John has two excellent shots, an EF-5 boxcab and the 3-unit diesel hotshot Thunderhawk under the wires at Alberton, Mont. I also like especially his back-page picture, a rear view of fast rolling CP Rail's The Canadian, shown from the cab window of a diesel in the hole for the crack train.

THE TIMETABLE COLLECTOR, edited by Ed Gardner for the National Association of Timetable Collectors; photos, maps, timetables; distributed by Bob Russell, 400 S. Chester Pike, Apt. 6-B, Glenolden, Pa. 19036, $1 monthly. For NAOTC info contact James Weston, corresponding secretary, 101 Prairie St., Wilmette, Ill. 60091. Along with Ed's other work load of putting out good historic rail books, he edits this fine monthly. This year he is using articles about timetables that members collect. March '75 had something about both rail and air travel, with rare material on the Graf Zeppelin and the Espee's Star and Crescent route. In the April issue Joel Rosenbaum furnished material on railroads serving airports. Ed says May will cover strictly Pacific Coast rail, honoring NAOTC's first West Coast bourse, to be held under the aegis of Vaughn Sanders' Southern Calif. Chapter on May 11 at Nutel Motel in Los Angeles. The N.Y. Region is having an April 26 bourse, at LaGuardia Airport's Holiday Inn, conducted by Bob Epstein. (See May's Coming Events).

THE BULLETIN OF THE SOUTHWEST KANSAS RAILROAD SOCIETY, Box 165, Liberal, Kan. 67901, is a newsletter published about once a month for the SKRS who gather at informal meetings and chew the fat, with southwestern Kansas rail doings the main topic of conversation. Lee Berglund is president; the secretary is Larry Thomas, 416 N. Sherman Ave., Liberal, Kan. 67901.

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The books are available only by mail through Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y. 10017.

	List Price	Our Price
THE RAILROAD CABOOSE, by Wm. F. Knapke and Freeman Hubbard	$ 8.95	($ 8.50)
RAILBOOK BIBLIOGRAPHY, by Hudson	$ 5.00	($ 4.75)
STATIONS WEST, by Edwin D. Culp	$12.95	($12.35)
WESTCHESTER'S FORGOTTEN RY., by Roger Arcara	$ 5.95	($ 5.65)
TWILIGHT OF WORLD STEAM, by Eagleson and Ziel	$14.95	($14.20)
NARROW GAUGE RYS. OF CANADA, by Lavalle	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
PIKE'S PEAK COG ROAD, by Morris Abbott	$12.95	($12.35)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
HETCH HETCHY AND ITS DAM RR., by Ted Wurm	$13.50	($12.82)
THE RAILROAD SCENE, by Wm. Middleton	$10.00	($ 9.50)
4-8-4 STEAM PICTORIAL by Bob Wayner	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$11.95	($11.35)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
LAKE SUPERIOR RAILROADS, by Dorin	$10.95	($10.40)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, by Wm. Middleton	$11.95	($11.35)
PENNSYLVANIA RAILROAD K-4S, H.P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E.J. Quinby	$ 8.95	($ 7.50)
PENNSY POWER, by Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, by Donovan and Henry	$ 7.95	($ 7.55)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	($ 7.15)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
STEAMING UP! (AUTOBIOGRAPHY: VAUCLAIN)	$ 8.95	($ 8.50)
HORSESHOE CURVE AND ALTOONA, by Albrecht	$ 4.50	($ 4.25)
MORRISTOWN & ERIE, by T.T. Taber III	$ 6.95	($ 6.60)
THE ULSTER & DELAWARE, by Gerald M. Best	$13.95	($13.25)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	($14.25)
GHOST RAILROADS OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, by H.H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 8.95	($ 8.50)
RAILS TO POSSUM TROT, by J.A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
20TH CENTURY LIMITED, by Lucius Beebe	$ 6.95	($ 6.60)
THE TRAINS WE RODE, by Beebe and Clegg, Vol I	$17.50	($16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol II	$17.50	($16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by James Shaughnessy	$16.50	($15.65)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
OPEN THROTTLE (rail-fiction stories)	$ 5.50	($ 5.20)
STEEL RAILS TO VICTORY, by Ron Ziel	$15.95	($15.20)
GREAT LAKES CARE FERRIES, by George W. Hilton	$ 6.00	($ 5.70)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by James Shaughnessy	$11.50	($10.90)
JANE'S WORLD RAILWAYS	$55.00	($52.25)
RIGHT-OF-WAY (Abandoned Roads)	$ 5.95	($ 5.65)
SANTA FE'S BIG THREE	$17.95	($17.90)
AMTRAK CAR SPOTTER, edited by Bob Wayner	$ 4.95	($ 4.70)
THE GREAT TRAINS, Bryan Morgan	$35.00	($33.25)
CHICAGO SURFACE LINES, Alan R. Lind	$17.50	($16.60)
INTERURBANS OF UTAH, by Ira L. Swett	$ 8.00	($ 7.60)
THE STORY OF EDDYSTONE (Baldwin Loco Works)	$ 8.95	($ 8.50)

THE SWITCH LIST

All ads in this section cost 15¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

COLOR SLIDES of diesel and steam locomotives, large assortment covering all class 1 railroads and many short lines. Also black and white action photos. Sample and catalog, 35¢ — Midwest Photo, 922 Main, Keokuk, Iowa 52632.

SETH BRAMSON, 8035 Cecil, Miami Beach, Fla., 33141, buys, trades for anything FEC or predecessors, or any Florida railroadiana. Buys rail, trolley and in quantity. Sells selected items; fills wants lists.

CHICAGO & NORTH WESTERN RR. historical memorabilia wanted by Alden Miller, 3212 34th Ave., South, Minneapolis, Minn. 55406.

DIESEL SLIDES, Aug. '74 catalog with over 3300 listings of locos from class I's, short lines, and industrials, 75¢ for catalog and sample. — Porreca, Box 22, Boulder, Colo. 80302.

OLD RADIO programs on cassettes or reels. Your favorite shows return. We have thousands of programs to choose from: Amos and Andy, Fred Allen, I love a Mystery, Inner Sanctum, Sherlock Holmes, etc. Send 50¢ for our catalog to Remember Radio Inc., Box 2513U, Norman, Okla. 73609.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460 sells reconditioned cameras, sizes 120-620, 120-620, 116-616, for large oblong negatives; details free.

LARGE COLLECTION of locomotive builder plates, also locomotive bell, headlight, streetcar controller; send SSE, — B. Lane, Box 695, Kalamazoo, Mich. 49005.

FOR SALE: 5x7 b&w steam and diesel photos, eastern and western railroads: B&M, New Haven, PRR, NYC, LV, photo. Also, Boston trolley photos, rr. maps and rosters. Send $1 for 25-page list and sample photo to Henry Marrec, 11 Overlook Rd., Arlington, Mass.

COLLECTOR'S GIFTS: Buckles, key chains, pendants, and reproduction buttons. Send for free catalog. — The Collectibles, 51 Greene St., New York, N.Y. 10013. (Phone 212-966-4116.)

NEW BOOK specials! Save 10%, postpaid. Spokane, Portland & Seattle Railway, $13.45. Pennsy Steam & Semaphores, $12.55. Canadian Pacific Railway, $12.55. Save up to 70% and send for our lists. 30¢ discounts. — Discount Hobbies, 847 Lake, Newark, N.J. 07104.

RAILWAY NEGATIVES and original slides. Mostly Eastern and Midwestern diesel, some older material. No list, approvals only, state wants. — Wm. J. Brennan, 82 Devonshire Rd., Cedar Grove, N.Y. 07009.

WORLD-WIDE NEWS: features; rosters, steam diesel, and electric; historic and contemporary. One year $5, or 2½ years for $10. Sample issue $1.25. — Motive Power International Magazine, P.O. Box 39, Port Moody, B.C. Canada V3H 3E1.

INTERURBAN and street railway photos: regular equipment plus many unusual scenic photographs from 50 lines. Complete catalog for 16¢ in stamps. — Seth Steventon, Kennas, Wis. 54537.

WANTED: All rr. stock certificates and bonds, any quantity. — Ken Prag, Box 431 RW, Hawthorne, Calif. 90250.

DIESEL PHOTOGRAPHS: AT&SF, B&O, B&LE, BN, C&O, Milw Rd., C&NW, CRI9P, GN, NP, Monon, NYC, PRR, and many other roads. Now included are cabooses. Send 10¢ for revised list to Lee Hastman, P.O. Box 97, Morton Grove, Ill. 60053.

COMPLETE LIST of rr. and trolley railroadiana, timetables, employee mags., Railroad Magazine, Trains, playing cards, folders, 125 roads. 10¢ postage. — M. D. Meyer, 128 Corner St., Watertown, Wisc. 53904.

STILL CAN HANDLE slide or photo orders; but, after 22 years, business is for sale in entirety, or will break it up. Complete catalog of 325 sheets, railroad, trolley, ferries, autos, etc., $15. Price and inventory specific group or company $5, or small order (specify road) $1. — 35 Slides Co., Box 6098, Dept. RR., Colorado Springs, Colo. 80934.

WANTED: DECKS of playing cards issued by the railroads; also toy trains manufactured before 1940 by Lionel, American Flyer, Ives, and others. — Tom Hill, Box 66, Ottawa, Ill. 61350.

TUBES for early electric radios; send SSE for free price list. — Sam Faust, Changewater, N.J. 07831.

RR. EMPLOYEE MAGAZINES, 4 for $1, 9 for $2, my choice. List free with each order. — M. D. Meyer, 128 Corner St., Watertown, Wisc. 53094.

WIN A FREE Z-gauge train; lots of other prizes; no purchase required. Just send $1 and large SSE for color catalog. — P.O.B. 24121, Cleveland, Ohio 44124.

DECORATOR RAILROAD lantern 7½x4¾" kerosene lantern, $4.98 plus $1 postage and handling. — Mann Novelties, P.O.B. 3447, Pasadena, Calif. 91104.

BRANDING IRONS: heavy-duty, custom-made, for wood, leather, steaks, etc., 19" long letters, about 1 inch. Available UP, AT&SF, D&RGW, SP, RGS, C&TS, Frisco Katy. Postpaid $16.50. For personalized initials or name (limit 6 letters or 4 letters and 4 periods) add $2.25. — Fleming, Box 3416, Durango, Colo. 81301.

SEND SSE for list of timetables, 1884-'87. Selling StJ&LC-M&W strip tickets, 50¢. Drawn on B&M, CP, QC, MEC, CV, Rutland, or NY&NH. On line card tickets, 25¢ All stations on StJ&LC and M&W. — Paul Fuller, Passumpsec, VT. 05861. (Vt. RR. Museum at East Rygate, Vt., open daily, June 21 thru Labor Day. No brochures.

ORIGINAL SLIDES, negatives for sale. Diesel, caboose, freight, passenger, maintenance equipment roster, action. Many roads. Specify interests; SSE — Joe Quinn, Box 1044, Tillson, N.Y. 12486.

FOR SALE: "Progress," the magazine of Red Arrow Lines, paper edition, 1943, $5 a copy. Send check or money order to Robert Quay, 204 Second Ave., Newton Square, Pa. 19073.

WANTED: PRR wall calendars for 1925, 1926, 1927, 1928, 1934, 1935, 1937; need not be mint. State conditions and terms. — Joe Tarnopol, Box 405, Doylestown, Pa. 18901.

HERE AGAIN! Still seeking old rr. stock or bond certificates, Poor's or Moody's manuals, junk ticket-dater machines. I swap, too. — Bob Greenawalt, 9239 DeAdalana, Rosemead, Calif. 91770.

BUYING ANYTHING from Soo Line, Wisconsin Central, DSS&A, predecessor roads: hardware, pix, misc. State price, condition. — Len Beard, Box 112, Wonder Lake, Ill. 60097.

FOR SALE: Trains, volume 15, bound; also loose volumes 22, 25, 26, 27, 28, 29. Railroad Magazine loose, most issues from 1938 on, intact. Make offer. — Bill Kessel, 99 Center St., Hamburg, N.Y. 14075.

RAILROAD MAGAZINE, complete from 1937 through 1963, 273 issues for $95. — W. R. Tyson, P.O. Box 1054, Aiken, S.C. 29801.

RAILROAD MAGAZINE, 300 all different mint back issues starting 1940, $250 postpaid. — Charles Wiley, 1218 Meadowbank, Elkhart, Ind. 46514.

SALE: STEAM BUILDERS' plates Garratt, 4-8-4, 4-8-4, C 38, Eveleigh Works. Rare Beyer — Peacock V.R. ($55 in Australian money.) Each includes P. — Box 293, Ringwood 3134, Victoria, Australia.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. — Fred Arone, 377 Ashfoord, Dobbs Ferry, N.Y. 10522.

6542 at Smiths Falls, Ont., in 1972.
Thomas Trencansky, Ithaca, N.Y.

FOR SALE: steam loco pictures of NYC, PRR, and UP, sizes postcard and 3½x5. Send 2 stamps if you want on approval. — Max Miller, Box 365, College Corner, Ohio 45003.

I BUY OR SELL railroadiana of all sorts, also rail magazines. Send requests or for a listing 10¢ stamp, please. — Dave Nestle, R.D. #2, Ray Rd., Greenwich, N.Y. 12834.

CA&E BROCHURE, 12 pages, 6x9", 1954, directed to freight customers, extolling connections with other roads. Map, photos of freight, connections, properties for sale, $1.30. — Stein, P.O.B. 1215, Chicago, Ill. 60690.

WANT TO BUY railroadiana, single items or complete collections of paper or hardware. Send description and price desired. — Al Rixon, Box 5063, Philadelphia, Pa. 19111.

ANYONE INTERESTED in forming a Budd Club for Budd psgr. car enthusiasts, contact Hubert Hanrahan, c/o Box 19781, Kansas City, Mo. 64141.

RAILROADIANA: china, buttons, silver, glasses, lanterns, ashtray, paper, etc. Send 50¢ for 6-page list. — Mike Billet, P.O. Box 206, Red Lion, Pa. 17356.

WM. R. FORDER, P.O. Box 283, North Bay, Ont., Canada P1B 8H2, has ONR Polar Bear Express action pen to sell, $1.50 postpaid.

ROCHESTER TROLLEY PHOTOS, 2 pages, 62 pictures, two maps, 9x6", $1.25. Bath & Hammondsport Railroad, 100th anniversary, Keuka steamboats, books 8½x11", $4.50. Fonda & Gloversville Railroad steam 1870, 208 pages, $4.95. — Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

THE GREAT ROCK ISLAND ROUTE: A Historical Review: 1847-1922." Hundred pages of rare history, old train and station postcard views, historic timetables, incl. complete Burlington, Cedar Rapids & Northern public tts. Also 8 maps showing development of lines, story of Choctaw, Oklahoma & Gulf Railroad, "The Diamond Jo Line," and wrecks. Book costs only $5 a copy, postpaid, from Ed Gardner, 22 Garden Ave., Mountain Top, Pa. 18707.

Coming Events

(No charge for listing in this section)

April 25, 26, 27: Niagara Frontier Region, NMRA, convention. Contact Len Frampton, 704 Woodington Rd., Niagara Falls, Ont., Canada.

April 26: N.Y. Region, National Assn. of Timetable Collectors, meeting, railroadiana for sale or swap; 9 a.m.-5 p.m., Holiday Inn, La Guardia Airport, Jackson Heights, N.Y. City. Query Robt. Epstein, 117-14 Union Turnpike, Kew Gardens, N.Y. 11415.

April 26: Clinchfield's One-spot over scenic mt. route thru 32 tunnels. Adults $17.50, kids $13.75, incl. box lunch. H. V. Rouse, treas., Bluegrass Model RR. Club, 346 Desha Rd., Lexington, Ky. 40502.

April 26: Ontario & Western Chap. NRHS special bus tour over Northern Div. of old NYO&W. Visit O&W Museum, Chenango County Hist. Society, etc. Contact O&W Chap. NRHS, Box 713, Middletown, N.Y. 10940.

April 26: Lonesome Valley Special, lv. Knoxville, 8 a.m. for Cumberland Gap, Tenn., and Middlesboro, Ky., behind Southern's 4501 over branch line, return 6:30 p.m. Info from Old Smoky Railway Museum, Box 601, Knoxville, Tenn. 37901.

April 26: 7th annual meeting Pennsylvania RR. Tech. Hist. Society, St. Davids Inn, Rte. 30, St. Davids, Pa. (near Philadelphia); talks, movies, starting at 1 p.m.; registration $4, or $12 with evening dinner; $2 discount to members joining at meeting. Details from Elmer Steuernagel (one of our Interesting Rainfans), 515 Miranda Rd., Pittsburgh, Pa. 15241.

April 26: Colorado Springs to Denver field trip on route of old Denver & New Orleans roadbed by motorcade. June 7: Durango to Silverton special charter incl. 3 private cars, $25 to $30. Contact Colorado Midland Chap. NRHS, Box 9161, Colorado Springs, Colo. 80932.

April 27: special trolley trip on SEPTA Red Arrow Div., Philadelphia. Lv. 69th St. Terminal 1 p.m., return about 5 p.m., capacity limited; $5 adults, kids $2.50. Reservations from Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018, or call 215 867-2800.

April 30-May 1: special events postal station and Midwest Ry. Hist. Society exhibit for 75th anniversary of Casey Jones's death, in Chicago's Union Station Main Concourse, 8 a.m.-5 p.m. Official engraved cachet with the Casey Jones commemorative postage stamp. Write Robt. Vickery, secretary, MRHS, Box RR, Riverside, Ill.

May 2-4: 54th annual Railway & Locomotive Historical Society meeting in Chicago. Visit Ill. Ry. Museum historical rail speakers, special Sunday luncheon. Contact Charles Stats, (Chicago Chap. chairman), 1140 S. Oak Park Ave., Oak Park, Ill. 60304.

May 3-4: Fourth annual Rail Buffs Assn. Electric 'n Steam Convention, Newark, N.J. Pine Creek RR., PATH trips, banquet. Write Robt. Epstein (president), 117-14 Union Turnpike, Kew Gardens, N.Y. 11415.

May 2-4: Comstock-Bodie Adventure along old Virginia & Truckee right-of-way, ghost town visit, sternwheeler ride on Lake Tahoe. May 17-18: Sacramento River boat excursion, round trip with overnight stay Sacramento, or one-way return by bus. May 30-June 1: Northern Calif.-Trinity Alps scenic trip. June 26-July 20: North Cape/Spitsbergen cruise, Isle of Mann, Wales, London, rail trips. Sail San Francisco on a luxury liner, return by air. $250 deposit. June 28-29: Weekend in the Redwoods, ride steam-powered Skunk along scenic Novo River, overnight Fort Bragg; picnic, Sun. lunch in Redwood Empire. Query Jim Weinberger, tour director, Pacific Coast Chapter, R&LHS, Box 3552, San Francisco, Calif. 94119.

May 3-4: Steamtown's Second Annual Railfans Weekend features ex-CP's 4-6-2's Nos. 1246, 1278; New Haven Trap Rock Co. 0-4-0T No. 43 under steam, fireless cooker 0-6-0 also may run. Doubleheaders, locos, equipment, turntable loco pix, photo run-bys, movies, lectures, raffle for cab rides; reservations limited; $27. Contact Steamtown Foundation, Box 71, Bellows Falls, Vt. 05101, or call 802 463-3937.

May 6-16: Portuguese Steam and Trolley Extravaganza for centennial of railways in northern Portugal, with chartered old steam trains; scenic mt. lines, Lisbon trolley trips, first class Lisbon hotels, most meals provided, $500 per person. Write Portugal Tour, Branford Trolley Museum, 18 Garden Court, Huntington, N.Y. 11743.

May 4-June 29 (Sunday schedule): Wilmington & Western R.R., 11:30 a.m., 1, 2:15, 3:30 p.m., trips one hour, lay-over okay at Mt. Cuba Picnic Grove; adults $2.25, kids $1. Info from W&W, Box 1374, Wilmington, Del. 19899.

May 10: Conway Scenic RR. and North Conway Dep Model RR. Club joint open house, North Conway, N.H.

May 10-11: Yakima Extravaganza Weekend. Lv. Los Angeles, San Francisco for Yakima, Wash., $225 from LA, $185 from SF, incl. round trip air fare, night in motel, banquet Sat. night, 4-hour trolley ride Sun. morning. Send SSE to James Stewart, excursion chairman, Electric Ry. Historical Assn. of Southern Calif., 2439 4th St., Apt. 4, Santa Monica, Calif. 90405.

May 11: Southern Calif. Chap., National Assn. of Timetables Collectors railroadiana bourse, table rentals, Nutel Motel, 1906 W. Third St., Los Angeles, Calif. Send SSE to Vaughn Sanders, 15617 Stevens Ave., Bellflower, Calif. 90706.

May 16-18: Alleghany Mt. Steam Weekend on Cass Scenic RR. and nearby Alleghany Central Scenic RR., special trips, day, Sat. evening, photo run-bys, Bring own or order box lunch. Details from 1975 Steam Weekend Program, W. Va. State Parks, State Capitol, Charleston, W. Va. 25305.

May 17: semi-annual Tidewater Scale Model Railroaders open house at club hqrs, 142 W. York St., Norfolk, Va., 1-5 p.m., admission free with tickets from local hobby shops, or SSE to C. N. Fuller, sec.-treas., 1320 VNB Bldg., Norfolk, Va. 23510.

May 24: Canadian RR. Hist. Assn. trip, Rouses Point to Ft. Ticonderoga or Ausable Forks, N.Y.; return over D&H. Contact CRHA, Box 22, Station B, Montreal, Que. Canada H3B 3J5.

May 25: special trolley trip on Shaker Heights line, Cleveland, Ohio, covering Green Road and Warrensville on old Kuhlman-built, ex-Cleveland Transit car; photo stop. Lv. Cleveland Union Term., 12:30 p.m., return about 6 p.m.; capacity limited. Adults $5, kids $2.50. Query Ernest Kovacs, 416 Second Ave., Bethleham, Pa. 18018.

June 7: Railfan Day at Valley RR., featuring special steam-diesel train operation, flea market, boat ride, movies, dinner. Contact Valley RR., Railroad Ave., Essex, Conn. 06426, or call 203 767-0104.

June 15-21: Sixth annual Michigan RR. Club Maritime Provinces trip, 3 nights on train, round trip from Windsor, Ont.; visit Montreal; $365 each, double occupancy, limited to 60 people. $50 deposit per person. Query Eugene Sussex, 19934 Pierson Ave., Detroit, Mich. 48219.

March Roster Corrections

Make these corrections in our Short Line Locomotive Rosters (March '75): AC&Y 106 was built in 1947.

AT&N note 2 should read: 101-111 were sold to GM-EMD in trade for new SLSF power (101 in 10/68, 102 in 11/67, 103 in 12/69, 104 in 12/69, 105 in 12/69, 106-107 in 2/67, 108 in 12/69, 109 in 11/68, 110 in 12/67, 111 in 8/69).

ABL note 1 should read: D1-D2 were sold to Central California Traction, renumbered 40-41 (1963). Now out of service, they will be scrapped.

A&N note 1 should read: 70 was renumbered 1; then sold to RSP Railway Equipment Corp., renumbered 1 (10/68); then inherited by Southwest Railway Equipment Corp., renumbered 1; then sold to American Grain Corp., renumbered 1 (10/71).

Alexander note 1 should read: 1 was originally U.S. Government ?, then Alexander 1, then Louisiana Southern 1 (1946), then LS 502, then New Orleans & North Eastern 6841, scrapped (1971).

AC sources of information should read: AC, American Forest Products. Note 2 should read: 9 was originally Sharon Steel 1, then AC 9 (9/65), then sold to American Forest Products Corp. Division of the Bendix Corp.

A&NR sources of information should read: A&NR, Inland Steel, Robertson Terminals. Note 1 should read: 11 sold to Robertson Terminals (5/73), renumbered 11.

AA note 2 should read: 2-4 were sold to GM-EMD in trade for new power (3/70). 5 was sold to George R. Silcott, then to Relco Equipment (7/69) and leased to General Ameridan Transportation as No. 46707.

GM-EMD built AN diesels 712-715. A&A note 2 should read: 18 was originally Charcoal Iron Co. ?, then Newberry Lumber and Chemical 18, then Boyne City Railroad 18, then A&A 18. A&MR diesel 101 was a B-B wheel arrangement.

A&S 1044 was built by Alco-GE and is a model RS-2. Notes 1, 3, 6, 7 apply to 1045. A&S 1054 has 1500 hp, was built in 1948 by Alco-GE, and was model RS-2 with a B-B wheel arrangement. Notes 1, 2, 6, 7 apply. A&S 1506-1511 are 1500 hp GM-EMD SW1500's with B-B wheel arrangements, 41,700 lbs. of tractive effort, 265,000 lbs. of weight, and were built in 1970. A&S note 6 should read: 28-32, 34-39, 50, 46, 40-41, 47-48, 52, 42, 33 (2nd), 49, 51, 53-54, 43-45 were renumbered 1034-1060. — SY REICH ●

Pen Pals Wanted

(No charge for listing in this department.)

Keith Charles Edwards (age 17), 42 Martense St., Brooklyn, N.Y. 11226, railfan son of law enforcement agent, interested in music; will correspond with other railfans or with sons of law enforcement agents or of railroad men.

David Walton (age 29), 3 Ryland Rd., Erdington, Birmingham, B24 8JH, England, wants to hear from anyone interested in railways, motoring, or buses.

Jim Dembiec (age 18), 931 Archwood, Lorrain, Ohio 44052, wants pen pals interested in WP, NKP, Alco-built locos, or photography.

P. G. Kain, (age 19), 32 Castle St., Clarence Gardens, South Australia 5039, will correspond with anyone interested in railways or railway photography.

Geraro Thevenson, 15 Rue A. Renoir, 33700 Merignac, France, wants to form an association of fans living in Europe and interested in North American railroads.

Mrs. J. A. Peacock (age 54), 404 Weadley Rd., Norristown, Pa. 19406, needs any U.S. commemoratives or foreign stamps that are usually tossed into waste baskets, for a senior citizens' project. ●

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